NORTH CENTRAL REGIONAL TRANSIT DISTRICT
BOARD MEETING AGENDA

August 7, 2015
9:00 AM - 1:00 PM
Jim West Regional Transit Center
Board Room

CALL TO ORDER:

1. PLEDGE OF ALLEGIANCE
2. MOMENT OF SILENCE
3. ROLL CALL
4. INTRODUCTIONS
5. APPROVAL OF AGENDA
6. APPROVAL OF MINUTES –June 5, 2015
7. PUBLIC COMMENTS

8. CLOSED SESSION

Closed session of the meeting pursuant to NMSA 1978, Section 10-151 (H) (7) subject to the attorney-client privilege pertaining to threatened or pending litigation in which the public body is or may become a participant

9. Reconvene in Open Session: Possible action item(s) from closed session.

PRESENTATION ITEMS:

A. Presentation of Above and Beyond Award (Tentative)
Sponsor: Daniel Barrone, Chairman and Anthony J. Mortillaro, Executive Director.

B. Presentation and Discussion of Long Range Transit Service Plan – Transit Options, Prioritization and Consensus on Final Plan Recommendations
Sponsor: Anthony J. Mortillaro, Executive Director. *Attachment.*

C. Annual Presentation of Marketing Efforts and Strategic Plan
Sponsor: Anthony J. Mortillaro, Executive Director and Jim Nagle, Public Information Officer. *Attachment.*

ACTION ITEMS:

D. Discussion and Consideration of Resolution No. 2015-21 Adopting the FY16 Service Plans from the City of Santa Fe and Los Alamos County and acknowledging the Service Plan from the County of Santa Fe
Sponsor: Anthony J. Mortillaro, Executive Director. *Attachment.*

E. **Discussion and Consideration of Resolution 2015-22 Approving the FY15 Fourth Quarter Financial Report**
Sponsor: Anthony J. Mortillaro, Executive Director and Troy Bingham, Finance Director. *Attachment.*

F. **Discussion and Consideration of an Agreement between the North Central Regional Transit District (NCRTD) and The Skarsgard Firm for the Expansion of NCRTD Driveway**
Sponsor: Anthony J. Mortillaro, Executive Director. *Attachment.*

G. **Discussion and Review of the District's Quarterly Investment Report**
Sponsor: Anthony J. Mortillaro, Executive Director and Troy Bingham, Finance Director. *Attachment.*

DISCUSSION ITEMS:

H. **Financial Report for July 2015:**
Sponsor: Anthony J. Mortillaro, Executive Director and Troy Bingham, Finance Director. *Attachment.*

I. **Finance Subcommittee Report:**
Sponsor: Chair Tim Vigil and Anthony J. Mortillaro, Executive Director. *Minutes from May 22, 2015.*

J. **Tribal Subcommittee Report:**
Sponsor: Chair Lonnie Montoya and Anthony J. Mortillaro, Executive Director.

K. **Executive Report for July 2015 and Comments from the Executive Director:**

1) **Executive Report**
2) **Performance Measures for June 2015**
3) **Ridership Report for June 2015**
4) **Mountain Trail Route Update**
5) **Taos Chile Line Consolidation Update**

MATTERS FROM THE BOARD

L. **Alternate Quarterly Board Meeting at Member Locations**
Sponsor: Board Member Charlie Dorame, Tesuque Pueblo

MISCELLANEOUS

ADJOURN

NEXT BOARD MEETING: September 4, 2015 at 9:00 a.m.

If you are an individual with a disability who is in need of a reader, amplifier, qualified Sign Language interpreter or any other form of auxiliary aid or service to attend or participate in the hearing of the meeting, please contact the NCRTD Executive Assistant at 505-629-4702 at least one week prior to the meeting, or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats.

North Central Regional Transit District
Board Meeting
Friday, June 5, 2015
Jim West Regional Transit Center
9:00 a.m. - 1:00 p.m.

CALL TO ORDER:

A regular meeting of the North Central Regional Transit District Board was called to order on the above date by Mayor Daniel Barrone, Chair, at 9:10 a.m. at the Jim West Regional Transit Center, 1327 Riverside Drive, Española, New Mexico.

1. **Pledge of Allegiance**

2. **Moment of Silence**

3. **Roll Call**

Ms. Lucero called the roll and it indicated the presence of a quorum as follows:

Members Present:	**Elected Members**	**Alternate Designees**
Los Alamos County	*Councilor Pete Sheehey*	
Rio Arriba County	Excused	
Taos County	*Commissioner Jim Fambro*	
Town of Taos	*Mayor Daniel Barrone*	
Santa Fe County	Excused	
Nambé Pueblo		*Mr. Lonnie Montoya [by phone]*
Ohkay Owingeh		*Ms. Christy Mermejo*
Pojoaque Pueblo	*Mr. Tim Vigil*	
Santa Clara Pueblo		*Ms. Mary Lou Valério*

City of Santa Fe	*Councilor Patti Bushee [by phone]*	
San Ildefonso Pueblo	Absent	
Tesuque Pueblo	*Governor Charles Dorame*	
City of Española	*Councilor Dennis Tim Salazar*	
Town of Edgewood	*Councilor Chuck Ring*	
Rio Metro (ex officio)	*Elizabeth Carter*	

Staff Members Present
Mr. Anthony J. Mortillaro, Executive Director
Ms. Dalene Lucero, Executive Assistant
Mr. Michael Kelly, Transit Operations Manager
Ms. Stacey McGuire, Projects and Grants Specialist
Mr. Jim Nagle, Public Information Officer
Mr. Troy Bingham, Finance Director
Mr. Pat López, Financial Analyst
Mr. Mark López, Fleet and Facilities Maintenance Worker

Others Present
Mr. Mark Basham, Legal Counsel
Mr. Carl Boaz, Stenographer
Ms. Lucia Sanchez, Rio Arriba County
Ms. Tessa Jo Mascareñas Santa Fe County
Mr. Ray Matthews, Santa Fe County
Mr. Ardee Napolitano, Rio Grande Sun

4. INTRODUCTIONS

Everyone present introduced themselves to the Board and public.

5. APPROVAL OF AGENDA

Councilor Sheehey moved to approve the agenda as presented. Ms. Valério seconded the motion and it passed by unanimous roll call vote with City of Española, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, City of Santa Fe, Santa Clara Pueblo, Taos County, Town of Edgewood, Town of Taos and Tesuque Pueblo voting in the affirmative and none voting against (11-0).

6. APPROVAL OF MINUTES – May 1, 2015

Governor Dorame moved to approve the agenda as presented. Ms. Valério seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

7. PUBLIC COMMENTS

There were no public comments.

PRESENTATION ITEMS:

A. Presentation of Above and Beyond and Safe Driver Awards

Mr. Mortillaro said the nominations for these awards are made by employees to help the organization when they observe performance above and beyond the norm. This quarter, there were no awards for safe driver this but the Board is recognizing Mr. Pat López and Ms. Shannon Sandoval for Above and Beyond awards. They both were very instrumental in getting us through the Finance Director vacancy. They both rose to the occasion and made sure staff got paid and bills got paid. As a result, they deserve this recognition for going above and beyond. Ms. Sandoval could not be present today. Mr. López spoke briefly and thanked the Board for the award.

ACTION ITEMS FOR APPROVAL/DISCUSSION:

B. Discussion and Consideration of Resolution No. 2015-13 Authorizing the Use of the Reserve Fund Balance for the FY 2016 Budget

Mr. Bingham said, as part of the policy, that the Board authorized a reserve fund balance that can be used as matching funds for grants.

Governor Dorame asked if the Board put a cap on it in 2013.

Mr. Mortillaro agreed. The cap was 25% as a reserve level but now it is close to 70-75% so they authorized use of it.

Mr. Bingham explained that this use is within the policy which includes the requirement for the Board to approve the use. The Preliminary and Final Budgets have proposed specific uses for these funds.

Councilor Ring moved to approve Resolution No. 2015-13 Authorizing the Use of the Reserve Fund Balance for the FY 2016 Budget. Councilor Sheehey seconded the motion and it passed by roll call vote with City of Española, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (10-0). City of Santa Fe did not vote.

C. Discussion and Consideration of Resolution 2015-14 Adopting Fiscal Year 2016 Final Budget, Capital Investment Plan and Long-Term Strategic Plan

Mr. Mortillaro noted that last month the Board adopted the preliminary budget and now it is being brought forward as the final budget. He explained that the budget changed as a result of incorporating the Chile Line in the District's budget with the breakdown of revenues and expenses changed from that consolidation.

Mr. Bingham said the changes have been made here. The District will have a larger operation than the Taos Chile Line had and it includes funds from the Taos Pueblo government to finish out the FY and balances will go down with unanticipated expenses. Additional bus drivers and administrative costs are anticipated with this budget as well as other minor changes. This summary shows the revenue and expenditure changes:

Revenue Category	Preliminary FY16 Budget Request	Amended FY16 Budget Request	Final FY16 Budget Request
5311/Taos	$ 0	$353,935	$353,935
Miscellaneous	$207,344	$142,324	$349,668
Taos Contribution	$0	$173,972	$173,972
Cash Balance	$564,923	($48,314)	$516,609
Other Revenues	$9,837,155	$0	$9,837,155
Total Revenues	$10,609,422	$621,917	$11,231,339

Expenditure Category	Preliminary FY16 Budget Request	Amended FY16 Budget Request	Final FY16 Budget Request
Salaries	$2,336,947	$299,883	$2,636,830
Employee Benefits	$1,107,138	$138,057	$1,245,195
Operating Expenses	$5,927,499	$162,977	$6,090,476
Capital Outlay	$1,237,838	$21,000	$1,258,838
Total Expenditures	$10,609,422	$621,917	$11,231,339

Mr. Mortillaro referred to page 33 and said they also updated the 10-year capital improvements plan to incorporate the $21,000 into it for the fleet in Taos. Page 35 showed the updated Long Range Financial Plan to reflect the increased budget. And it impacts prior projections a little. The Staffing chart starting on page 30 highlighted the changes for the Board.

Councilor Sheehey asked what the arrangement for the maintenance facility was and whether the District would own, lease or just use it.

Mr. Mortillaro said it is a two-step lease agreement beginning with a one-year period and during that time, the District will accomplish acquisition of the land, building and equipment to the District. We just couldn't get it done by July 1. We submitted a license agreement to the Town of Taos and the final agreement is contingent on passing a phase 1 Environmental Assessment prior to acquisition.

Councilor Sheehey asked if it is a no-cost transfer because that property was obtained by federal funding. Mr. Mortillaro agreed.

Councilor Ring moved to approve Resolution 2015-14 Adopting Fiscal Year 2016 Final Budget, Capital Investment Plan and Long-Term Strategic Plan. Ms. Mermejo seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

D. Discussion and Consideration of Resolution No. 2015-15 Providing for the Adoption of the 2016 Compensation Plan and the Employee Performance Increase Schedule for Non-Collective Bargaining Positions

Mr. Mortillaro said Resolution 2015-15 provides for acceptance of the Non-Represented Employees Compensation Plan and Performance Increase Matrix. It is pretty much the same as in this year with the exception of highlighted items on page 38 where the HR salary range was adjusted up and they also upgraded Transit Manager to Grants Manager. The Regional Transit Planner is a new position. The overall result is a budget increase of 3% but not all increases occur at the same time. Those happen on the employee's anniversary date. It is performance based and not COLA and is in line with District practice in the past. The Finance Committee reviewed it in May and they recommended it for approval by the Board.

Ms. Mermejo said there was no description on the mechanic and asked if this is a certified mechanic.

Mr. Mortillaro said it does require they be licensed.

Councilor Bushee asked how the matrix compares with the industry for salaries.

Mr. Mortillaro said they did a comparison survey in 2013 and adjusted salary ranges but there are no range increases for anyone because all were above the minimum. The District will do another survey in 2016 to see if they are still competitive or not. They may not have any impact on any salaries.

Councilor Bushee moved to approve Resolution No. 2015-15 Providing for the Adoption of the

2016 Compensation Plan and the Employee Performance Increase Schedule for Non-Collective Bargaining Positions. Councilor Sheehey seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

E. Discussion and Consideration of Resolution No. 2015-16 Appointing Authorized Signer on All Bank Accounts

Mr. Bingham said this resolution is necessary to clarify our signature authority with the bank. This is a standing resolution with our bank to let them know what we can and can't do.

Ms. Mermejo moved to approve Resolution No. 2015-16 Appointing Authorized Signer on All Bank Accounts. Mr. Vigil seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

F. Discussion and consideration of Resolution 2015-17 Authorizing the submittal of applications for Federal Funding for § 5304, § 5309, § 5310, and § 5311 in Federal Fiscal Year 2017

Ms. McGuire said the District applies for these federal funds as it has in previous years. She briefly described each of them. The Letter of Intent is due by July 2, 2015 and must be filed in order to submit application packets for funding. If the letter of intent is not filed timely, it would reduce revenue several million dollars. It is submitted through the New Mexico Department of Transportation.

Chair Barrone recalled the District applied for Tiger funds for the last three years and asked if that needed to be approved.

Ms. McGuire said that was already done in May.

Councilor Ring moved to adopt Resolution 2015-17 Authorizing the submittal of applications for Federal Funding for § 5304, § 5309, § 5310, and § 5311 in Federal Fiscal Year 2017. Councilor Sheehey seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

Councilor Sheehey commented that the FTA is based on MAP 21, which in recent years has been

inconsistently funded. The bulk comes from gasoline taxes that haven't been raised in 20 years. There are other mechanisms they could use but taking it from those who use gasoline makes sense. The Board members need to remind our delegation that this needs stable long-term funding and does a lot of good.

G. Discussion and Consideration of Resolution 2015-18 Adopting an Infrastructure Capital Improvement Plan (ICIP)

Ms. McGuire described the proposed ICIP which is a modified 5-year investment plan to accelerate funding. The fiscal impact from not establishing this plan could be loss of state funding if not approved.

In response to Councilor Sheehey, Ms. McGuire clarified that several of their requests will be rolled over, including amenities for stops, solar installation and IVR in there.

Mr. Mortillaro said it appeared the special session will start on Monday. The requested allocation from the NCRTD is $117,000, so he hoped nothing changes on that. The priorities were set from the public hearing on the budget. ICIP was a part of those hearings.

Ms. Mermejo said everything is supposed to be shovel ready for the ADA construction. Ms. McGuire agreed.

Ms. Mermejo moved to approve Resolution 2015-18 Adopting an Infrastructure Capital Improvement Plan (ICIP). Councilor Ring seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

H. Discussion and Consideration Authorizing a Change to the AVAIL Contract Amount for Additional Bus Stop QR Code Signage Purchase

Ms. McGuire said the contract would initially provide for 220 QR code signs to be installed in each direction at bus stops. As a result of the 5-year service plan more are needed and the Taos Chile Line addition will require 50-100 more. So to add those extra 211 QR code signs, we need to change the contract amount. The contract will also include about 30 extras in case they need to replace an existing sign that is destroyed or disappears. The fiscal impact is $537,124 as the new total.

Mr. Vigil moved to approve the change to the AVAIL Contract for additional bus Stop QR code signs as recommended by Staff. Ms. Valério seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

I. Discussion and Consideration of Resolution No. 2015-19 Adopting and Amending the NCRTD Advertising Policy

Mr. Nagle recalled that in 2012, the District adopted the advertising policy and the program has done well and met expectations and exceeded some. But there are things to update and strengthen in the plan and include legal protections. He has been working with legal counsel for adopting the proper language for advertising like no political messaging. This Resolution amends Section 5.0, "Non-Permissible Advertising" to strengthhen the policy and provide broader legal protection for the District. The modifications would allow advertising from resort casinos and properly designate the advertising as a limited public forum.

Mr. Basham said he did research on this and included the language that came from a recent case out of the 9th Circuit Court of Appeals. That case will eventually be before the Supreme Court but for now, this is a good policy and it has a good legal foundation for it.

Mr. Nagle said the policy includes what PSAs can be done and how the District will work on discount advertising for riders and district members. In the past the policy prohibited casino advertising but allowed those with restaurants. Other transit services in our district do allow that and allow pueblos to advertise gaming so now casinos can advertise. The Taos Chile Line does and it provides about 70% of their advertising revenue.

The other change is on depiction of fire arms. The policy isn't removing it and will allow depiction of public safety officers where a gun might be visible.

Councilor Bushee had concern that were more global such as not advertising tobacco and other health concerns and didn't know about other cultural reasons that would affect the policy.

Mr. Nagel said there are restrictions and tobacco is one of them. The restrictions are shown on page 62 in the packet. Restriction 5.14 prohibits firearms sales or use or an image of firearms but those in uniforms may show a firearm and would be allowed.

Councilor Bushee said it looks like good policy.

Councilor Bushee moved to approve Resolution 2015-19 Adopting and Amending the NCRTD Advertising Policy. Councilor Sheehey seconded the motion.

Governor Dorame asked how this will be treated on the reservation.

Mr. Mortillaro clarified this is just advertising on the bus only. It is just related to a bus advertising picture.

Councilor Sheehey said this is a very reasonable policy for us. If the Supreme Court follows previous

reasoning that makes decisions in the name of dollars, then we need to get people there who have more sense up to and including constitutional amendments.

The motion passed by majority roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, and Town of Taos voting in the affirmative. Tesuque Pueblo abstained and Town of Edgewood voting against (9-1-1).

J. Discussion and Consideration of Resolution No. 2015-20 Adopting and Amending the NCRTD Charter Policy

Mr. Kelly said this Charter Policy has allowed contracting to member entities for district needs. In August 2012, the District moved into federally funded facility and no vehicles were set aside for charter use but the District felt it needed to allow very limited use for such facilities. For profit transit service companies were upset with claims of unfair competition. So the District then took a very conservative approach.

The District did transport government folks on government business and have done those types but have had requests from members and others that has a need for these services but not to charge at for-profit prices. Mr. Kelly felt at this time that it is acceptable to include these exceptions. Originally they were for 501(c)3 organizations with handicapped members and since modified for human service organizations and those with disabilities to be included.

If the District offers these services or are requested to provide them, we would allow a certain time frame to contact charter groups who would want to take it on. It is the same as the City of Santa Fé does for similar types of trips. This modification will allow the RTD to provide that kind of service when it doesn't impact the regular transportation service, does not conflict with normal service and allows member entities to request one free transportation service per year. Transit staff are limited on the amount of time - up to 150 hours of service throughout the year.

Councilor Sheehey asked if the policy would allow them to transport people to Valles Caldera which is in Sandoval County.

Mr. Kelly said it would not allow that. The policy is limited only to places within the District.

Mr. Vigil moved to approve Resolution No. 2015-20 Adopting and Amending the NCRTD Charter Policy Ms. Valério seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

Chair Barrone asked the Board to consider amending the agenda to have the closed session before discussion items.

Mr. Vigil moved to amend the agenda as requested. Councilor Salazar seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

CLOSED SESSION

At 10:19 a.m. the Board chose to go into closed executive session.

Councilor Ring moved to go into closed executive session pursuant to NMSA 1978, Section 10-15-1.H(2), limited personnel matters, to consider the performance evaluation of the Executive Director. Mr. Vigil seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

The Board was in closed executive session until 11:11 a.m.

O. Reconvene in Open Session

Mr. Vigil moved to reconvene in open session. Ms. Valério seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

Mr. Basham announced to the public that during the closed executive session, no actions were taken by the Board and the only matter discussed was the performance evaluation of the Executive Director.

Chairman Barrone moved to approve the performance evaluation for the Executive Director. Commissioner Fambro seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

P. Review and Acceptance of Goals and Objectives for Executive Director for the period of June 2015 to June 2016

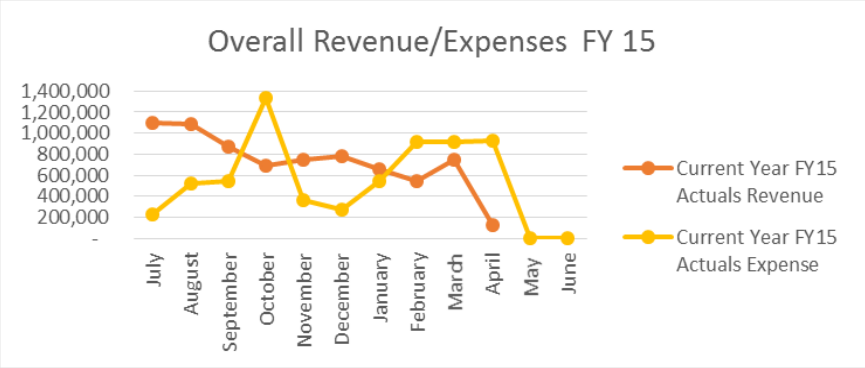
Ms. Mermejo moved to accept the Goals and Objectives for the Executibve Director for the period of June 2015 to June 2016, as well as to award Mr. Mortillaro with a 4% performance adjustment for exceeding expectations as discussed. Additionally, the salary shall be reviewed in six months to ensure it falls in line with the Compensation Study to occur in FY 2016. Councilor Ring seconded the motion and it passed by unanimous roll call vote with City of Española, City of Santa Fe, Los Alamos County, Nambé Pueblo, Ohkay Owingeh, Pojoaque Pueblo, Santa Clara Pueblo, Taos County, Tesuque Pueblo, Town of Edgewood, and Town of Taos voting in the affirmative and none voting against (11-0).

DISCUSSION ITEMS:

K. Financial Report for May 2015

Mr. Bingham presented the Financial Report for May and referred to the packet, beginning on page 74 for details. He pointed out that revenues were slightly different than projected but still on track for 83.3% year-to-date. Federal revenue is behind the budget. A lot of buses have been ordered and the federal government will wait to reimburse the District until the buses are received.

Of the expenses compared to budget, maintenance and repair expenses are at 100% of annual budget.



L. Finance Subcommittee Report

Mr. Vigil turned the report over to Mr. Mortillaro for the meeting held on May 26, 2015, who said the only discussion was on the recommendations that have already been addressed. The minutes from the April 24, 2015 meeting were also reviewed. The Finance Subcommittee will not meet in June but will meet in July.

M. Tribal Subcommittee Report

Mr. Montoya announced that the Tribal Subcommittee will be meeting quarterly and the next meeting is in August.

Ms. McGuire clarified it will be on August 2nd following the Board meeting with lunch served.

N. Executive Report for May 2015 and Comments from the Executive Director

1. Executive Report

Mr. Mortillaro referred the Board to his report in the packet.

2. Performance Measures for April 2015

Mr. Kelly said the performance measures are contained in the packet beginning on page 104. On March 16 the District rolled out new routes and schedules and it will take some time to adjust to them.

Changes have been made to the Eldorado/Edgewood Routes and he will be looking continually over the next four months to see how ridership comes back up. They are now at 18-20 riders every week.

Chair Barrone asked if on Friday afternoons, the Taos bus hooks up with the Park and Ride in Española.

Mr. Kelly agreed. It leaves earlier in the afternoon as an express in Española and then to Santa Fé and then back to Española and then back to Taos later in the evening. There is also an earlier run that gets to the Rail Runner station to connect with the train.

Chair Barrone had received some complaints that the connection was missed a couple of times.
Mr. Kelly said the major change in schedules is for better connections.

Mr. Kelly briefly reviewed the performance measurement details that also were in the packet. He mentioned that there were no accidents during the reporting period and the fleet has traveled 1.5 million miles since the last major accident.

3. Ridership Report for April 2015

The Ridership Report for May 2015 was in the packet.

Mr. Mortillaro invited everyone to the barbecue party in Los Alamos on June 13 at 11:30 a.m. at East Park in Los Alamos.

MATTERS FROM THE BOARD

Q. Cancellation of July 10, 2015 Board Meeting

Chair Barrone recommended cancellation of the July meeting.

Governor Dorame asked if the Board has discussed having meetings out in the communities.

Mr. Mortillaro said if the Board would like to do that, it could draw some folks from the community.

Governor Dorame asked to put that on the August agenda. He announced that the Pueblo of Tesuque is having a Feast Day tomorrow (June 6) and everyone is invited.

Ms. Mermejo noted that June 13 is San Antonio Day so most pueblos won't be there at the barbecue. She added that June 23 and 24 are Ohkay Owingeh feast days. And she won't be at August meeting because of their special days.

Ms. Valério announced that July 15 is Santa Clara Feast Day.

Councilor Bushee thanked District Staff for getting the Santa Fé Ski route accomplished..

MISCELLANEOUS

There were no miscellaneous matters.

ADJOURN

Next Meeting - August 7, 2015 at 9:00 a.m.

Mr. Vigil moved to adjourn the meeting. Councilor Bushee seconded the motion and it passed by unanimous voice vote.

The meeting was adjourned at 11:41 a.m.

Approved by:

Daniel R. Barrone, Chair

Attest:

Dennis Tim Salazar, Secretary

Submitted by:

Carl Boaz for Carl G. Boaz, Inc.

Agenda Report
NCRTD Board of Directors Meeting
Meeting Date: August 7, 2015

Agenda Item - B

Title: Presentation and discussion #4 of the Long Range Transit Service Plan- Final Draft

Prepared By: Anthony J. Mortillaro, Executive Director

Summary: The consulting team from Felsburg, Holt and Ullevig (FHU) will be meeting with the Board to present the various elements of the Long Range Transit Service Plan. This is the last meeting that the Board will engage in for review of the final draft document.

Background: FHU was contracted with to create the first ever Long Range Transit Service Plan for the District. The tasks in the contract provide for four meetings with the Board.

Recommended Action: Discussion only and direction.

Fiscal Impact: NA

Attachments: Final Draft plan

DRAFT

July 2015

Long Range Strategic Plan

Submitted to: North Central Regional Transit District NCRTD

Submitted by:

FELSBURG HOLT & ULLEVIG

In Association with:

The Mercer Group, Inc.
Consultants To Management

REgeneration Strategies

Rosemary Romero Consulting

Acknowledgments

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Why a Strategic Plan

The North Central Regional Transit District (NCRTD) initiated this long-range strategic plan to identify the long-term direction of the organization.

The plan is intended to develop a vision and clear path to the future for transit service in NCRTD's four-county service area for the next twenty years.

This plan will help NCRTD prioritize investments and allocate resources in a manner compatible with reaching the organization's goals.

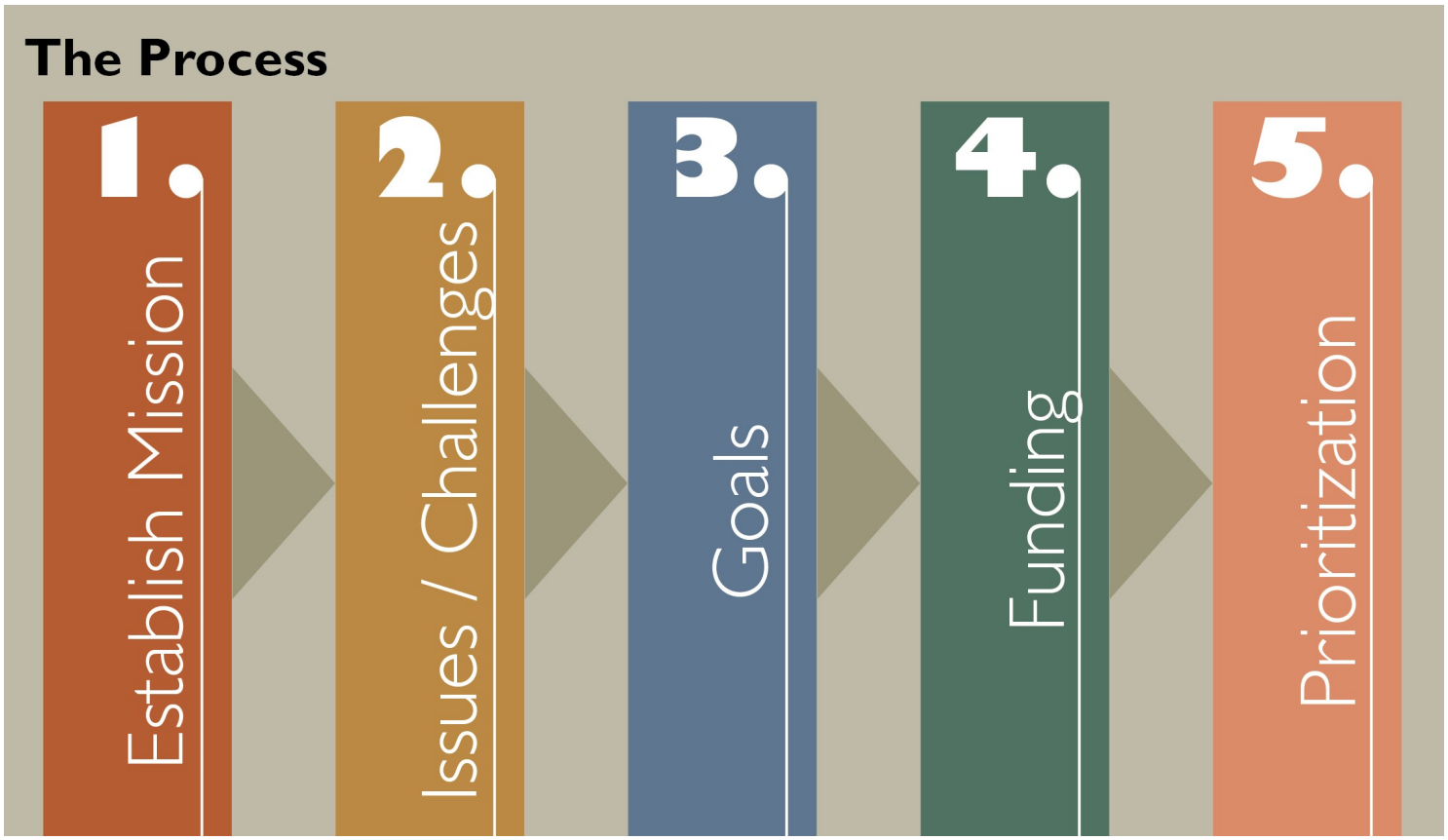
The process of developing the NCRTD strategic plan was completed over approximately nine months and involved interactive work sessions with NCRTD's staff, Board of Directors, and the public.

Through this process, NCRTD staff and the Board hope to:

- Adopt a forward-thinking vision statement for the agency
- Update the agency's mission and goals statements
- Identify NCRTD's role in the region's economic development
- Better understand the cost and benefits of transit
- Learn more about the land use transportation connection
- Better understand the Housing + Transportation Affordability Index
- Identify present and future transit funding opportunities

A strategic plan is used to prioritize investments to help an organization achieve its goals

The Process



Regional Context

In 2003 New Mexico enacted legislation that authorized the creation of regional transit districts and passed legislation in 2004 that enabled RTD governments to request up to ½ of one percent in Gross Receipts Tax (GRT) from voters. The purpose of this legislation was to:

- Serve the public by providing for the creation of regional networks of safe and efficient public transit services;
- Allow multijurisdictional public transit systems to reduce the congestion of single-occupant motor vehicle traffic by providing transportation options for residents;
- Decrease automobile accidents by reducing traffic congestion on freeways and streets;
- Reduce noise and air pollution produced by motor vehicles;
- Prolong and extend the life of New Mexico's existing roadways by easing the traffic burden;
- Provide residents with a choice of transportation alternatives so that seniors, youth, low-income and mobility-impaired residents, and others unable to drive or afford motor vehicles continue to have full access to the goods, services, jobs, and activities of the community;
- Improve the New Mexico economy by increasing workforce and citizen access to education and higher paying jobs; and
- Prolong and extend petroleum resources.

Regional Context

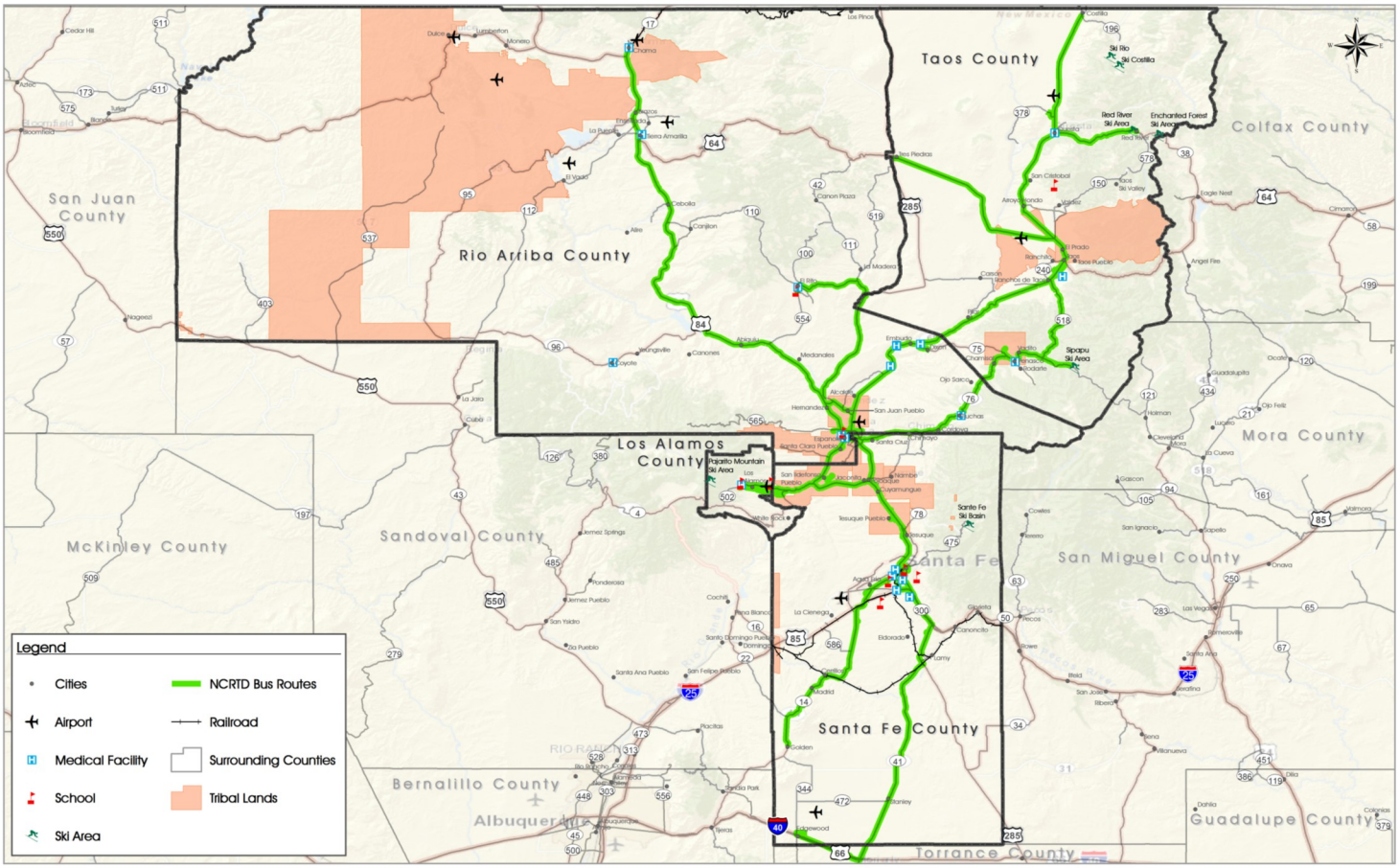


Figure 1. Current NCRTD Service Area

In February 2007, the NCRTD began its first bus service project. Rio Arriba County and the City of Espanola transferred service, employees, and equipment to NCRTD. In 2008, voters passed a 1/8 of one percent GRT to fund NCRTD. NCRTD's GRT is set to sunset in 2023.

NCRTD was the first certified RTD in New Mexico in 2004. As such, it became a separate and an independent political entity overseen by a Board of Directors made up of representatives from member governments.

Today the organization is made up of four counties, four cities, and six tribal entities. The Board is composed of one elected official appointed by each member of the district. Voting strength is assigned to each member based on their representative population. There are 14 board members. **Figure 1** illustrates the current NCRTD service area.

Regional Context

Existing Transit Services

Figure 2 illustrates the existing 20 fixed-route services currently operated and funded by NCRTD. Most services operate Monday through Friday. NCRTD also operates a dial-a-ride service; the Route 210 serves the Pojoaque and Nambe Pueblos. This is a reservation based system

In addition, NCRTD funds regional services operated by Los Alamos County and the City of Santa Fe.

NCRTD experienced an all-time high in ridership in FY2014 with 209,750 riders. This is an 8.7 percent increase (eight times the 2013 national average for increased trips on public transportation) over the previous year. Table 1 provides ridership and service information on each route.

In 2015, NCRTD assumed operation of the Taos Express line and subsequent operation of the entire Chile Line formerly operated by the Town of Taos.

The Taos Express, which is part of this operation, operates on Saturdays and Sundays only and provides connections to Española, Rail Runner Express, Santa Fe Trails bus system, and Taos Chile Line. The fare for this service is $5.00 each way between Taos and Santa Fe. Service to and from Taos and Española, and between Santa Fe and Española, is $2.00 each way. Other Taos routes provide local service within the Town.

NCRTD does an excellent job coordinating with other transit systems in the region. Coordination includes route planning and funding to ensure a high level of regional mobility.

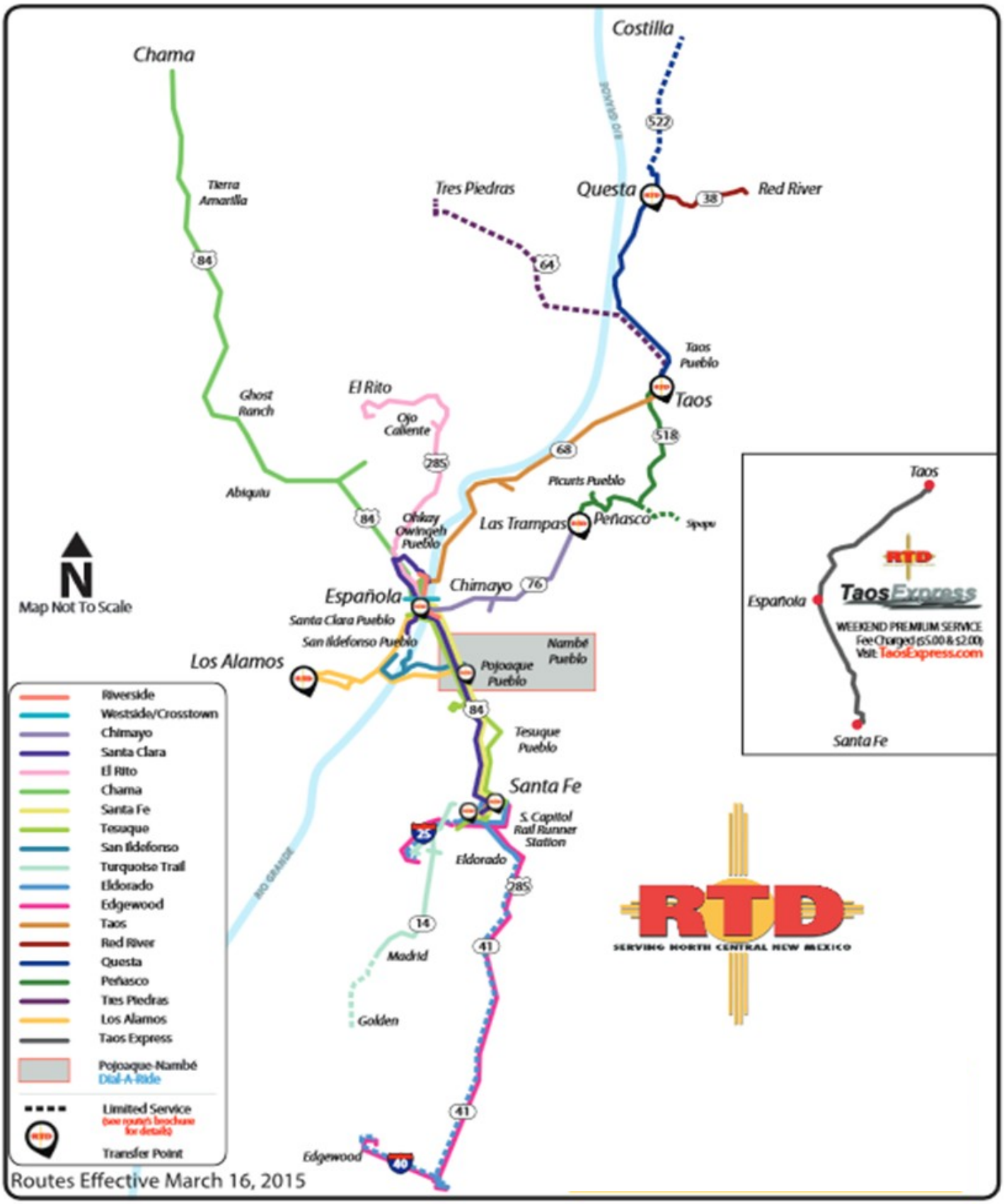


Figure 2. Current NCRTD Routes

Land Use Trends

Conversations with local planning and economic development professionals in the region suggested that most long-term growth occurring in the region is expected to be from in-migration of aging baby boomers/retirees, coupled with some natural growth in the existing population. However under current conditions, out-migration of young persons is expected to continue and very little in-migration of young persons/families is anticipated.

Future land use expansion will also be limited due to limited population growth and the fact that some jurisdictions are land-locked. Other than the City of Santa Fe's continued annexation of land formerly in Santa Fe County, few new major land use expansions are projected to occur in the near-term. Most growth will be accommodated as infill development within existing jurisdictional boundaries.

The NCRTD service region population is not expected to grow significantly in the near term. Long-term growth projections are moderate , with total population growth from 2010 through 2035 projected to increase by 13 percent.

The entirety of the population growth is projected to occur in Santa Fe County (18 percent) and Taos County (13 percent), while population decline is projected to occur in Los Alamos County and Rio Arriba County.

In absolute terms, the number of persons expected to be added to the NCRTD service region from 2015 through 2035 is 31,766. Current service area population is estimated at 248,606.

	2015	2035
Los Alamos	18,058	17,603
Rio Arriba	40,780	40,509
Santa Fe	154,756	182,410
Taos	35,012	39,850

Source: New Mexico County Population Projections, July 2010 to July 2040 Geospatial and Population States Group. University of New Mexico.

Regional Context

The NCRTD service area has a variety of development types across the region, resulting in an extremely varied land use pattern. While there is no dominant development type, land uses of the region generally fall into the following six categories:

1. "Main St." downtowns (primarily commercial uses with very little residential)
2. Older residential neighborhoods (primarily smaller homes that are downtown adjacent)
3. Suburban / exurban (including strip commercial on major arterials and adjacent low-density residential)
4. Villages (typically compact village centers surrounded by large lot residential)
5. Pueblos (including primary activity nodes with commercial, community, and civic uses surrounded by residential of various lot sizes; often landlocked by adjacent federal and/or local government lands)
6. Rural large-lot residential (usually with active agricultural or ranching uses, but some custom/vacation homes)

NCRTD's service region also has a low average population density of 23.8 persons per square mile compared to the national average of approximately 85 people per square mile.

Major trip generators (including large employers, healthcare facilities, schools, civic buildings, shopping centers, and tourist destinations) are primarily located in areas of higher population density in and around the cities of Santa Fe, Española, Los Alamos, and Taos.

Trip generators can also be found in other parts of the region, including within the Pueblos, along Highway 84 in Rio Arriba County, and along Highway 68 between Taos and Española.

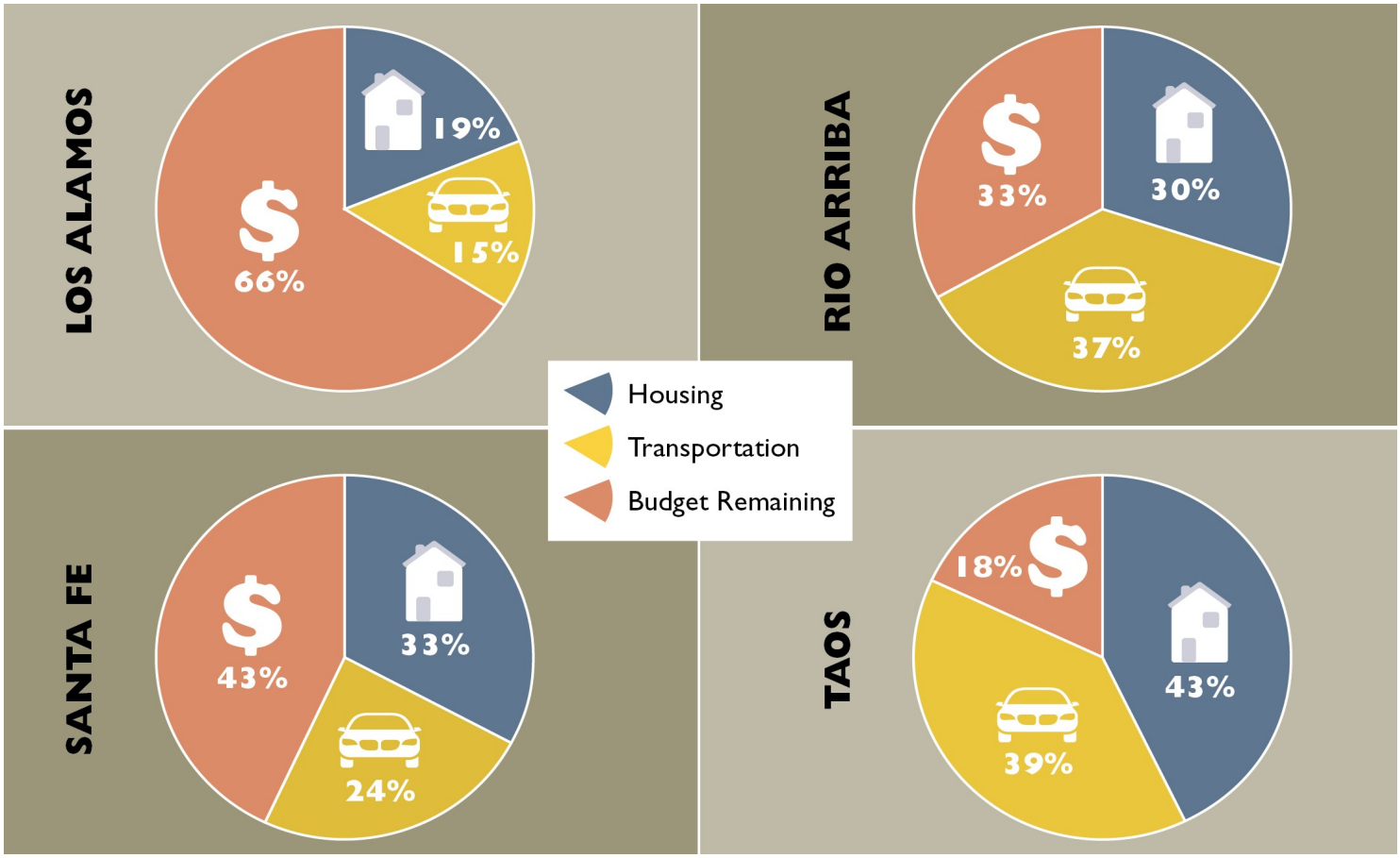


Figure 3. Housing Affordability Index by County

Housing Transportation Affordability Index

The conventional measure of housing affordability is when a household spends 30 percent or less of area median income (AMI) on housing costs. A more modern approach to affordability considers the household cost of both housing and transportation (H+T).

The H+T affordability index defines affordability as when a household spends 45 percent or less of AMI on both H+T combined.

A preliminary H+T affordability analysis of the NCRTD service area found that the region is generally considered affordable when only housing costs are considered.

However, once transportation costs are accounted for, along with housing costs, there are many fewer areas that are defined as being H+T affordable.

Figure 3 compares the H+T affordability index for NCRTD's four-county region.

- Only Los Alamos County has an H+T index below the defined affordability index.
- Taos County has the highest H+T index in the NCRTD region with transportation costs nearly 40 percent of resident's median income.

Future Development Projects

An inventory of all the major development projects in the regional "pipeline" was compiled to understand how NCRTD transit can:

a) better-serve and add value to development projects already in the regional pipeline and

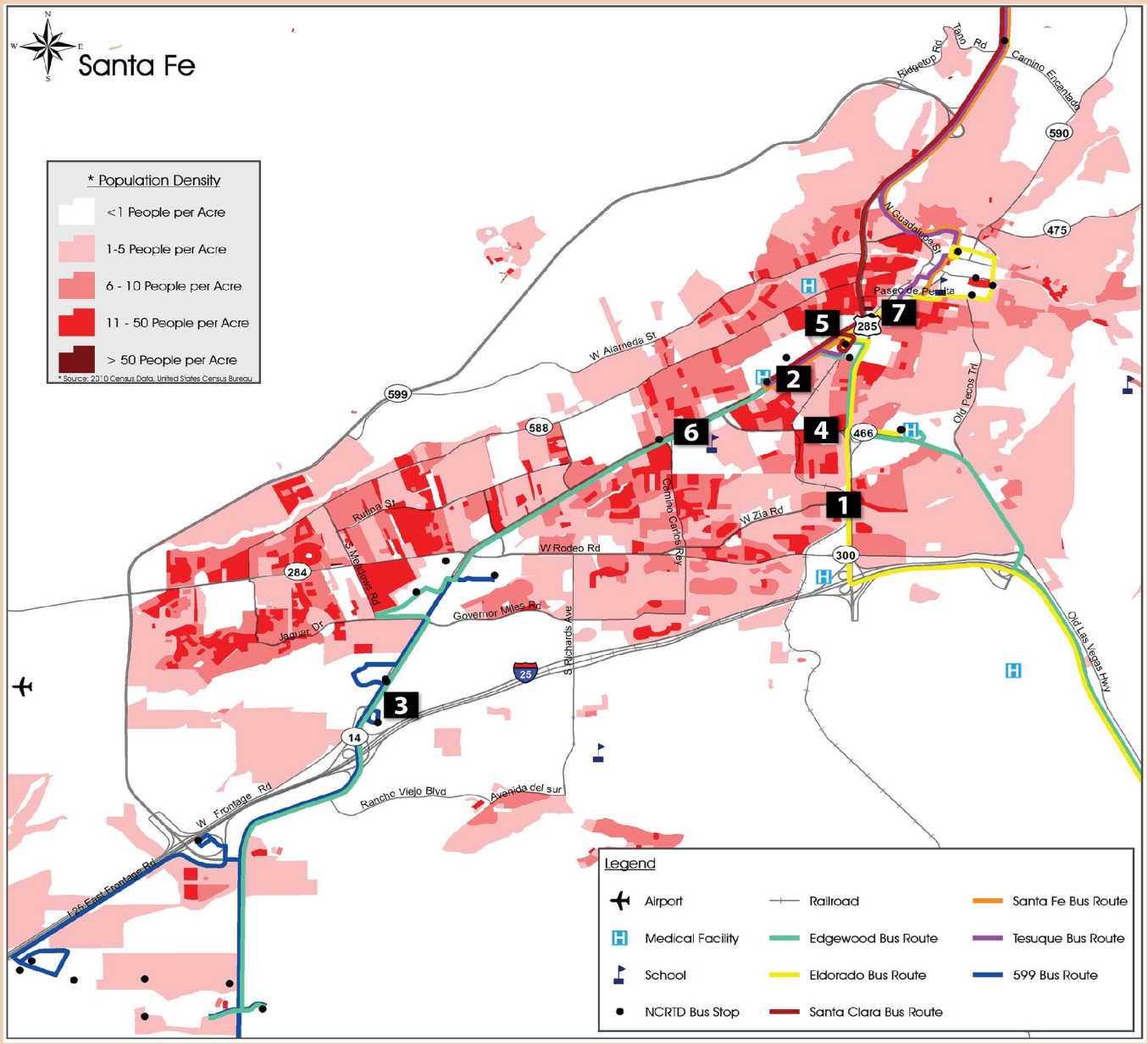
b) help catalyze and focus *new* development in areas that are already well-served by transit.

Figure 4 summarizes the major development projects in the regional pipeline. Note that this pipeline project inventory list is intended to be illustrative, not comprehensive. It should not be viewed as an "official" representation of the status/viability of any development project.

The source of information about pipeline projects was several interviews with local planners and developers. Pipeline" development projects were defined as follows:

- *Proposed:* Projects that have been proposed informally or formally, but have not begun entitlement phase. Timing to turnkey operations is longer term (typically 3 to 5+ years in this market).
- *Planned:* Projects that are currently in the entitlement phase. Timing for turnkey operations is mid term (typically 1 to 3 years in this market).
- *Pending:* Projects that are currently under construction. Timing for turnkey is near term (typically 1 year or less in this market).

Planned and Proposed Major Developments



1 Zia Station
Mixed-use, transit-oriented development assuming urban residential with some neighborhood retail.

2 Indian School Redevelopment
No details available at this time.

3 Las Soleras
2007-2008 Las Soleras Master Plan (approved in 2011) includes commercial and residential development on several hundred acres. This area was recently annexed into the City of Santa Fe. Construction on the non Transit Oriented Development phases started in earnest during the last three years.

4 St. Michaels Drive Corridor Redevelopment
The City of Santa Fe has been working on the St. Michaels Drive corridor redevelopment study for the past several years and has created plans for TOD. The corridor is in the NMDOT right of way.

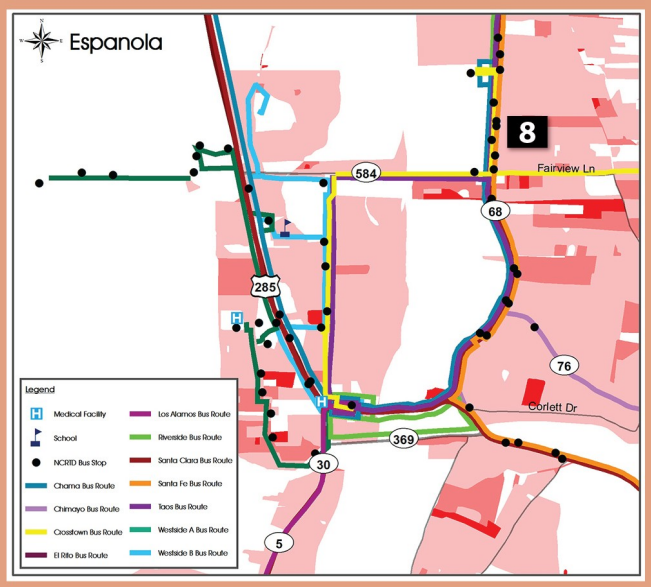
5 25 acre NMDOT Property
Multiple commercial uses and possibly some educational institutions.

6 New Mexico School for the Arts
New campus on approximately 11 acres currently owned by the state of New Mexico.

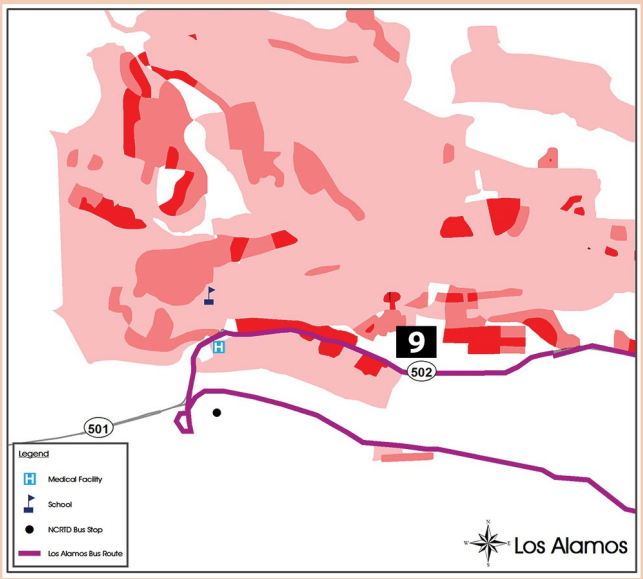
7 Santa Fe Rail Yard
The City owns the Santa Fe Rail Yard and over the past two decades has invested in infrastructure upgrades and facility renovations to be able to lease space to retail and cultural tenants. This project is largely built out but a theater is currently under construction and the residential included in the master plan is under discussion.

Figure 4. Major Development Projects in the Pipeline

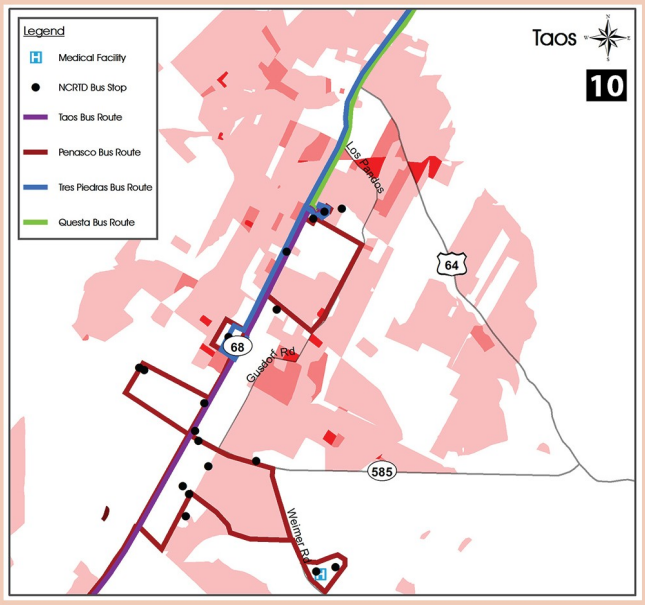
Planned and Proposed Major Developments



8 **Joint Development at NCRTD Headquarters Site**
Mixed-use transit-oriented development with affordable housing some live/work units. NCRTD offices and operations facilities would remain on the site.



9 **Downtown Los Alamos Redevelopment**
Redevelopment of vacant or underutilized sites as moderate-density mixed-use development.



10 **Taos Ski Valley Resort**
Includes up to $351 million in investments in infrastructure, real estate development, and recreational facilities through 2024. Some of the proposed infrastructure/facilities would be funded via Tax Increment Finance with the creation of a special tax assessment district that has been approved locally.

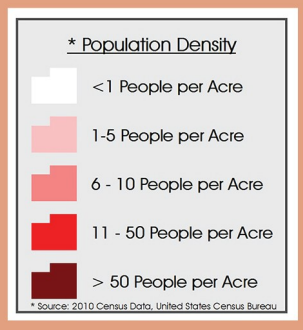


Figure 4. Major Development Projects in the Pipeline (Continued)

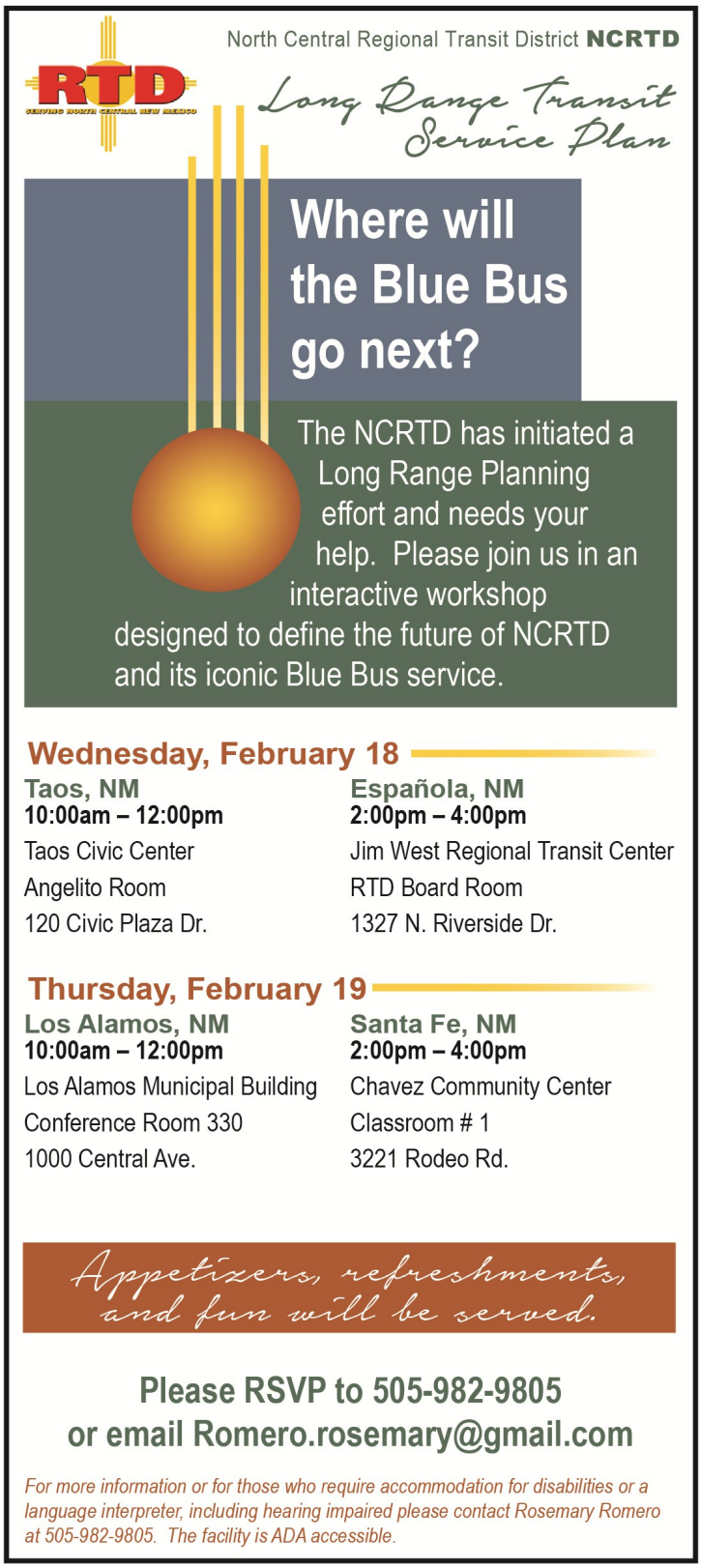
Land Use

Land Use Findings

- The diversity of land use patterns across the region and generally low population density present challenges for NCRTD to provide good access to the transit system. There is a need to balance the often-competing goals of coverage versus frequency.
- Most development in the regional pipeline is located in Santa Fe. This development can be well served by bus transit, but coordination with Santa Fe Trails will be critical.
- As the primary regional transit provider, NCRTD can play a more influential role in this area in promoting transit-supportive development.
- Land use plans generally don't factor into existing or future transit.
- Major new developments are generally not channeled to locations where existing transit can cost-effectively serve them and/or required to fund new transit service.
- NCRTD does not have status as a "commenting agency" on proposed development plans in its service area.

Key opportunities for NCRTD to play a more influential role in Transit Oriented Development include:

- Helping build support for additional development at Rail Runner stations in the region, including the Zia Station in Santa Fe.
- Being involved in ongoing planning for Taos Ski Valley Village and ensuring that Tax Increment Finance (TIF) revenue is used to fund expanded transit service to support resort redevelopment and projected increase in visitation.
- Closer coordination with Pueblos on their land use plans and redevelopment activities.
- Pursuing joint development on the NCRTD headquarters / transit center site in Española.


North Central Regional Transit District NCRTD
RTD
Long Range Transit Service Plan
Where will the Blue Bus go next?
The NCRTD has initiated a Long Range Planning effort and needs your help. Please join us in an interactive workshop designed to define the future of NCRTD and its iconic Blue Bus service.
Wednesday, February 18
Taos, NM
10:00am – 12:00pm
Taos Civic Center
Angelito Room
120 Civic Plaza Dr.
Española, NM
2:00pm – 4:00pm
Jim West Regional Transit Center
RTD Board Room
1327 N. Riverside Dr.
Thursday, February 19
Los Alamos, NM
10:00am – 12:00pm
Los Alamos Municipal Building
Conference Room 330
1000 Central Ave.
Santa Fe, NM
2:00pm – 4:00pm
Chavez Community Center
Classroom # 1
3221 Rodeo Rd.
Appetizers, refreshments, and fun will be served.
Please RSVP to 505-982-9805
or email Romero.rosemary@gmail.com
For more information or for those who require accommodation for disabilities or a language interpreter, including hearing impaired please contact Rosemary Romero at 505-982-9805. The facility is ADA accessible.

Public Involvement

In addition to the research and analysis described above, input from the public was also used to inform this process.

Five public workshops were held in NCRTD's four-county service area. Each meeting was initiated with a welcome and an introduction to the project by NCRTD staff and a brief PowerPoint presentation.

Participants then divided into small groups of four to six people and worked with the facilitator to develop objectives that they would like to see transit achieve in their community and to develop strategies to meet these objectives.

The workshop concluded with each small group presenting key findings and recommendations from their group. Table 1 lists each meeting held and the number of attendees.

Public Involvement

Workshop Exercise
Divide into groups of 4 to 6 people
Table introductions
Review provided materials
Discuss and develop future transit objectives
Develop future strategies to meet objectives
Discuss and prioritize future transit service objectives
Identify costs and confirm prioritization
Report out

Location	Date	# of Attendees	Summary of Key Inputs
Taos Civic Center	Feb 18, 2015	13	• Provide service between Taos and The Enchanted Circle • Provide service for the elderly in the region • Improve tourist transit opportunities • Provide more park and ride opportunities
NCRTD District Offices	Feb 18, 2015	2	• Coordinate service with the Eight Northern Indian Pueblos Council • Develop services that can be used by the United States Forest Service staff
Los Alamos Municipal Building	Feb 19, 2015	12	• Improve service between Los Alamos and the region for students, interns, tourists, and commuters • Provide services that enhance economic vitality • Improve service to shops and restaurants • Provide visitor access to ski areas, Bandolier, aquatic center and high altitude training
Chavez Community Center	Feb 19, 2015	17	• Provide access to healthcare • Provide service to higher education schools • Provide access to jobs throughout the region • Resolve funding issues of GRT that is due to sunset in 2023 • Build on RTD success for other areas and promote statewide funding for transit • Increase service throughout the region • Improve integration with other transportation services
NCRTD District Offices	Apr 22, 2015	8	• Provide service to higher educational institutions • Evaluate the potential to connect high schools to higher education • Evaluate the potential to provide more commuter service to rural areas such as Canjilon, Cebolla, Truchas, and Ojo Sarco • Work with Rio Arriba to address transportation needs for low-income housing facilities in rural communities • Coordinate with the hospital to help clients reach medical care • Develop a marketing campaign with key partners

Public Involvement

A non statistical survey was conducted by placing questionnaires on each bus and a survey link on the NCRTD website.

The survey asked respondents about the purpose of their trips, how often they use NCRTD services, and which routes don't exist today that they would use if provided by NCRTD. Fourteen online questionnaires and 110 paper questionnaires were completed.

The results indicate that the most common trip purpose is work at 40 percent. Medical, recreational, school, and other trips were split evenly.

It is interesting to note that respondents had a number of trip purposes on most routes, but on the Edgewood route, all 16 respondents stated that they use the service for work.

The survey and public workshops also asked participants to identify where they would like to see new or enhanced service over what is provided today.

Additionally, during development of the short-range Transit Service Plan, NCRTD conducted several public outreach activities.

Input received included requests for new service to La Ciengega/Las Golondrinas, Glorieta/Pecos, Tres Piedras, and tourism destinations; weekend service; more frequent service; increased marketing; and improved communication with riders and communities.

Figure 5 illustrates the routes and stop locations commonly identified by participants.

Route	# of Response	Highest Trip Purpose	Average One-way Trips Per Week
Demand Response	2	Work School	10
Santa Clara	4	Medical Recreational	6.5
Eldorado	25	Work School	5
Taos	16	Other	4
599	1	Work	2
Questa/Red River	3	Work	3
Tesuque	6	School	3
Westside	10	Medical	5
Edgewood	16	Work	6
Nambe/Pojoaque	6	Other	3
Turquoise Trail	1	Medical School	No answer
South Capital Station	1	Work	2.5
Santa Fe	1	Work	5
Los Alamos	2	Work Medical	4
Riverside	11	Other	7
Espanola	1	Medical	1
No Route Name Provided	4	Other	4
Total	110	Work	5

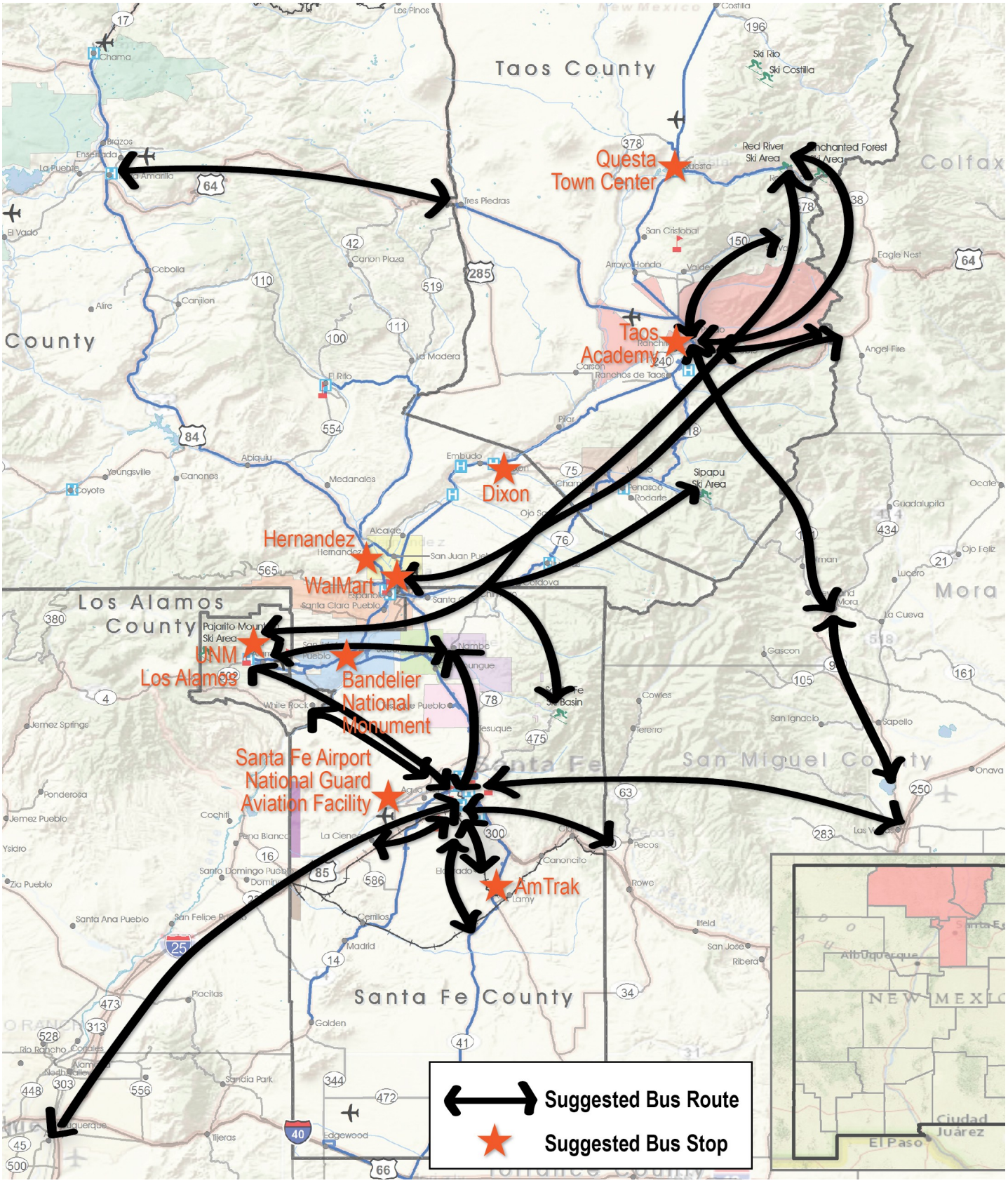


Figure 5. New Services and Stops

Non-mobility Benefits of Transit

In addition to the mobility benefits that transit service offers by connecting people to jobs, educational opportunities, healthcare, recreation, and shopping, there are many non-mobility benefits that communities are exploring in more detail.

This section describes the non-mobility benefits that can and are being captured by NCRTD services. Specific strategies that NCRTD is undertaking to capture these benefits are included in the Performance-based Planning section of this document.

Non-mobility Benefits of Transit

Reduced Energy Use

Regions that have good transit service often see reduced energy usage (normalized on per capita or some other basis) through reduced fuel consumption for transportation.

For example, a study of office buildings in California–a state with stringent green building codes–found that the commute to and from the average office building used 57 percent more energy than the energy required for actually operating the building (for example, lighting, heating, cooling, etc.).

Providing transit reduces energy used to commute, and this reduction in energy consumption for transportation accrues directly to individual commuters and their households, translating into increased disposable income that can contribute to regional economic growth through expenditures of local goods and services (another non-mobility benefit).

Reduced Pollution

This includes direct pollution from vehicle tailpipe emissions (NO_x, SO_x, particulate matter, etc.) and indirect pollution such as impacts to water quality when stormwater runoff is contaminated with vehicle pollutants that accumulate on roads (for example, motor oil, transmission fluid, brake pad dust, etc.).

Vehicle travel accounts for 17 percent of New Mexico's Greenhouse Gas (GHG) emissions (CO_2, etc.), which is the third highest single source of statewide GHG emissions after electricity consumption (40 percent) and the fossil fuel industry (23 percent). And while the 17 percent of GHG emissions from transportation is lower than the 26 percent national average, this is largely due to New Mexico's relatively small population: "on a per capita basis, New Mexicans actually consume more gasoline and diesel fuel, and produce more transportation-related GHG emissions, than the average American." NCRTD's services reduce vehicle miles traveled (VMT) and thereby reduce its transportation-related GHG emissions.

Improved Public Health

Public health benefits of public transit include improved access to healthy foods and health care services and reduced incidence of chronic diseases associated with sedentary lifestyles such as obesity, diabetes, etc. (studies have shown that the calories burned during a 3-mile commute by biking and by transit are about the same).

The NCRTD service region, like many other parts of the nation, is facing a public health crisis in the form of high rates of obesity, diabetes, and heart disease. NCRTD's transit services play a role in improving public health and reducing health care expenditures.

Improved Community Cohesion

Community cohesion (sometimes called "social capital") refers to how tight-knit a community is, often measured by how well people know and care about their neighbors.

Community cohesion creates a form of neighborhood resiliency that can help a region reduce the impacts of ongoing social problems, such as crime and addiction, and help a region recover more quickly after crisis events, such as recession or natural disasters.

Some studies suggest that community cohesion is on the decline and that promoting land use patterns that allow more transit, walking, and bicycling can improve community cohesion. The location and design of NCRTD bus stops can promote social interactions and reduce criminal activity.

Non-mobility Benefits of Transit

More Cost-effective Economic Development

Investments in public transit can leverage economic development initiatives and help make those initiatives more cost effective.

For example, transit can provide improved regional access for workers (especially those with limited transportation options), which, in turn, helps more people take advantage of education and job training opportunities, and to find and keep a job.

Access to transit is also a benefit that improves employee recruitment/ retention and workforce productivity both for individual firms and the region as a whole, as studies have shown that transit access results in lower rates of tardiness, absenteeism, and turnover.

Increased Household Disposable Income

Public transit can help reduce household spending on transportation, thereby freeing up disposable income to spend on other goods and services.

Because owning and operating a car has a substantial cost, households that can reduce their reliance on automobiles can achieve substantial savings.

While this benefit helps all households, it is of particular importance to lower-income households that spend a higher percentage of their incomes on transportation.

More Efficient Land Use Patterns

Investment in public transit can help shape more efficient land use patterns by supporting more compact development in areas that can be well served by transit.

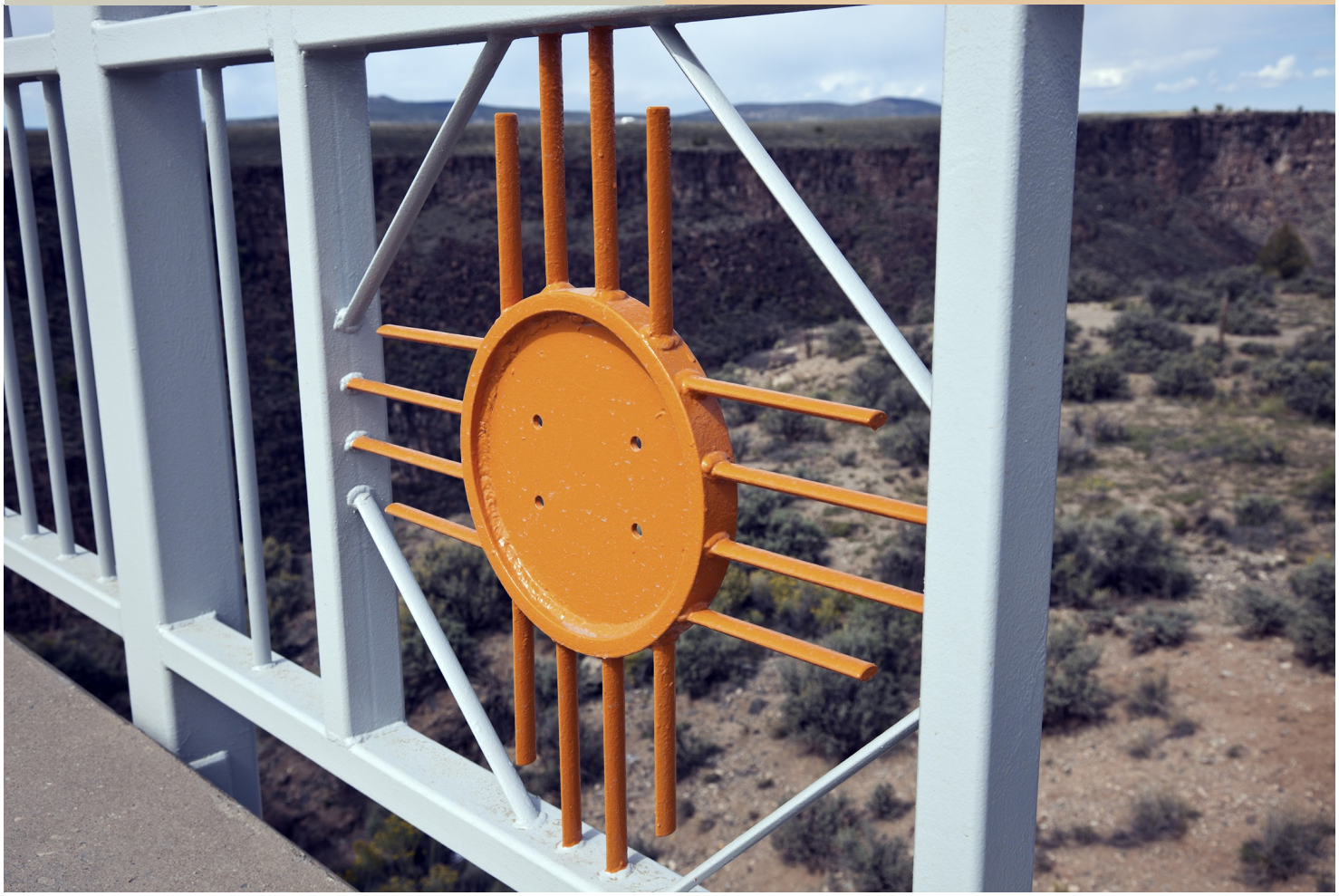
In addition, investment in public transit can help focus real estate development along corridors with good service because the transit service itself creates added value that incentivizes redevelopment to occur.

To the extent that NCRTD transit service can support more compact development patterns in the region, it will also help reduce development pressures on rural and natural lands that have high agricultural, habitat, and/or scenic value. Preserving these kinds of lands has been identified as a critical strategy of the region's economic development efforts.

Mission and Vision

Since its initiation, NCRTD has been guided by New Mexico's enabling RTD legislation, its mission statement, and several short-range plans developed for the region.

Using these as a guide, the Board and working group updated the mission statement, as well as developed a vision statement and six goals. Collectively, these will be used to strategically guide investments in transit.



Mission and Vision

A mission statement sets the goals, purpose, and work of an organization

NCRTD's current mission statement accomplishes this well:

> *The mission of the North Central Regional Transit District is to provide safe, secure and effective public transportation within North Central New Mexico in order to enhance the quality of life of our citizens by providing mobility options and spur economic development throughout the region.*

Breaking it down:

> **What** we do: *"provide safe, secure and effective public transportation" (core purpose)*
> **Where** we do it*: "North Central New Mexico" (the markets served)*
> **How** we do it: *"by providing mobility options" (includes all modes – allows flexibility)*
> **Why** we do it: *"in order to enhance the quality of life... and spur economic development throughout the region" (creates a sense of intended direction)*
> And to **Whom**: *"our citizens" (our customers)*

A review of the existing mission statement with the NCRTD Board and NCRTD staff revealed that a need for modifications to continue to guide NCRTD in the future. The only modification changed the phrase "economic development" to "economic opportunities." This better reflects NCRTD's desire to connect residents to jobs and schools in addition to promoting development and redevelopment throughout the region.

Updated Mission Statement: The mission of the North Central Regional Transit District is to provide safe, secure and effective public transportation within North Central New Mexico in order to enhance the quality of life of our citizens by providing mobility options and economic opportunities throughout the region.

Mission and Vision

A vision statement is oriented toward the future and describes the organization's aspirations

A vision statement should be inspirational and written to withstand the test of time. NCRTD does not currently have an adopted vision statement.

Using aspirations identified through the process, NCRTD staff reviewed four potential vision statements . Staff was able to narrow these down to two. These two vision statements were presented to the NCRTD Board at the May 2015 board meeting. The Board used these two statements as a starting point.

The following aspirations were identified during plan development and used to develop the vision statement:

- The most efficient provider of transportation services
- Culturally relevant
- Sustainable
- A steward of resources and the environment
- Convenient and user-friendly
- Socially equitable and inclusive
- Ever-growing in ridership
- Supporting the tourist economy
- Neighborly
- Dependable and reliable
- Reassuring
- Intelligent and technologically current
- Building communities
- Well-connected to other systems
- Safe
- Fiscally sound and responsible
- Transparent
- A good investment

The Board developed the following vision statement:

Vision Statement: To be the leading rural public transportation organization connecting communities and enhancing cultural , environmental, social, and economic opportunities for the betterment of our region.

Performance-based Planning

Performance-based planning is a quantitative and strategic approach to transportation planning that analyzes data to determine how effectively transportation investments are working toward achieving the identified transportation goals.

Moving Ahead for Progress in the 21st Century Act (MAP-21) is the current federal transportation funding and policy bill. It emphasizes performance-based planning, establishes performance measures and targets, and identifies seven national goals that states and MPOs are to work toward.

Agencies seeking federal funds will demonstrate their progress toward achieving local goals and the national goals included in MAP-21. The section that follow include goals, objectives, and strategies under six general categories.

Agencies seeking federal funds must demonstrate their progress toward achieving national goals included in MAP-21

Category	General classification under which goals, objectives and strategies fit.
Goal	Desired result an organization envisions, plans, and commits to achieve.
Objective	Statement about what is to be accomplished . Used to set performance targets.
Performance Measure	Metric to measure progress toward meeting an objective. Requires identification of the baseline and target for success.
Strategy	Specific action to be taken to meet identified objectives.

Category: System Preservation and Safety
Goal: A well-maintained, safe, and reliable transit system

Objective 1:

Maintain existing services and diversify funding sources to adequately meet the future needs of NCRTD.

Measuring Success:	Trending
Identify new state, federal, and private funding sources, hold district-wide election to remove sunset or renew GRT	
Work with NMTA to obtain legislation for state transit funds	

Strategies	2015-2035 Cost*	Priority
• Work to remove 2023 sunset of NCRTD GRT funds .	$0.03M	High
• Pursue an increase in NCRTD GRT funding.	$0.03M	High
• Continue advocating for a state transit fund for capital and operations.	NA	High
• Research and identify new public and private funding sources.	NA	High

*In 2015 dollars
NA = Included in existing resources

Category: System Preservation and Safety
Goal: A well-maintained, safe, and reliable transit system

Objective 2:

Improve organizational performance and efficiency, including maximizing service life of fleet and facilities.

Measuring Success:	Trending
Annual operating cost per boarding	
Annual cost per mile	
Annual cost per vehicle	
Ability to garner resources to implement capital replacement plan	
Annual updates to transit asset management plan	
Annual vehicle down time per vehicle, annual maintenance cost per vehicle funds	

Strategies	2015-2035 Cost*	Priority
• Work collaboratively with other public and private transportation providers in the region to efficiently maximize services provided.	NA	Medium
• Implement transit asset management and maintenance plan (fleet and facilities).	$2M	High
• Adhere to fleet maintenance plan to reduce down time.	$1M	High

*In 2015 dollars
NA = Included in existing resources

Category: System Preservation and Safety
Goal: A well-maintained, safe, and reliable transit system

Objective 3:

To provide safe and secure transportation environment

Measuring Success:	Trending
Annual reported incidents in relation to annual ridership	
Annual major and minor accidents per 100,000 revenue miles	
Implementation of safety management system specific to NCRTD needs	
Biannual transit safety summit with local law enforcement and other transit agencies	
Inclusion of safety and security training as part of quarterly driver training	
Customer feedback regarding perception of safety customer surveys and monthly complaints and incident reports	

Strategies	2015-2035 Cost*	Priority
• Identify safety and security issues and implement measures to mitigate risk.	$0.62M	High
• Coordinate incident response plan with local law enforcement for direct threat on board transit vehicles and in transit facilities.	NA	Medium
• Use ITS capabilities to inform drivers and the public of emergency public safety announcements.	$5K	Medium
• Continue to coordinate with counties on development of disaster management plan.	NA	Medium
• Identify, evaluate, and implement top priority safety enhancements specific to youth and other vulnerable populations.	Included in other strategies	High
• Ongoing driver and staff safety and security training.	$0.1M	High

*In 2015 dollars
NA = Included in existing resources

Category: Mobility
Goal: A connected and accessible transit system

Objective 1:

Provide seniors, youth, low-income, veterans, and mobility-impaired residents with access to goods, services, jobs, and activities through a fare-free service, to the extent it is viable

Measuring Success:	Trending
Percent of transit-dependent population served in the four-county area	

Strategies	2015-2035 Cost*	Priority
• Provide service to all transit supportive areas with concentrations of transit dependent populations.	$20.0M	High
• Develop travel training program.	$1.5M	Medium

*In 2015 dollars

Category: Mobility
Goal: A connected and accessible transit system

Objective 2:

Improve accessibility of stops, facilities, and vehicles

Measuring Success:	Trending
Percentage of ADA Compliance Plan implemented	
Percentage of vehicle fleet able to accommodate all users needs	

Strategies	2015-2035 Cost*	Priority
• Conduct a region-wide evaluation of bus stop accessibility, prioritize enhancements, and implement recommendations.	$2.9M	High
• Evaluate fleet replacement options to ensure convenient access and comfortable use by mobility impaired users.	$10K	Medium
• Design new stops, stations, and park and rides to accommodate people of all ages and abilities.	Included in other strategies	High
• Adopt accessibility design standards for stops and facilities	NA	High
• Coordinate with NMDOT and local agencies on regional infrastructure planning to incorporate multimodal accessibility	NA	Medium

*In 2015 dollars
NA = Included in existing resources

Category: Mobility
Goal: A connected and accessible transit system

Objective 3:

Increase connectivity to key areas within and outside the region to the extent viable

Measuring Success:	Trending
New and enhanced routes identified in service plans implemented, as viable	
implementation of Google Transit	

Strategies	2015-2035 Cost*	Priority
• Conduct feasibility studies for highly requested new routes and implement those identified as feasible.	$21M	High
• Increase frequency of successful routes.	$17M	Medium
• Add weekend service to successful routes.	$12M	High
• Work to coordinate traveler communication among systems within the region.	$0.20M	Low
• Continue coordination of NCRTD services to complement and in-terconnect with other transit systems.	NA	Medium

*In 2015 dollars
NA = Included in existing resources

Category: Economic Opportunity
Goal: A transit system that encourages economic development and vitality

Objective 1:

Increase workforce and resident access to education and higher paying jobs

Measuring Success:	Trending
Number of educational institutions and jobs served by transit	
Percent of riders who identify their trip purpose as work or education	

Strategies	2015-2035 Cost*	Priority
• Provide daily weekday service to higher education institutions and large employment centers.	Included in other strategies	High
• Work with higher education institutions to identify the service hours best suited to students' needs and class times.	NA	High

*In 2015 dollars
NA = Included in existing resources

Category: Economic Opportunity
Goal: A transit system that encourages economic development and vitality

Objective 2:

Increase NCRTD's impact on economic development in the region (support transit-oriented development, tourism and access to recreational areas, etc.)

Measuring Success:	Trending
Percentage of annual boardings identified as having a tourism/recreational trip purpose	
Of land use applications received by NCRTD, the percentage reviewed and commented on by NCRTD	

Strategies	2015-2035 Cost*	Priority
• Provide service to major regional tourist attractions for use by employees and visitors.	$9.7M	Medium
• Enhance and market service between Taos and Santa Fe to accommodate visitors travel.	$1.6M	Medium
• Participate in land use planning and development activities with local municipalities.	Included in other strategies	Medium

*In 2015 dollars

Category: Economic Opportunity
Goal: A transit system that encourages economic development and vitality

Objective 3:

Educate the public about the economic benefits of transit

Measuring Success:	Trending
Qualitative assessment of the quality and quantity of outreach efforts that educated the public about transit's economic benefits	
Annual increase in ridership per capita	
Voter renewal of GRT	NA

Strategies	2015-2035 Cost*	Priority
• Create a marketing campaign that illustrates both the mobility and non-mobility benefits of transit.	$0.1M	Medium
• Implement travel training program.	Included in other strategies	Medium

*In 2015 dollars

Category: Partnerships
Goal: Regional collaboration on transit service needs and investments

Objective 1:

Serve as technical resource for transit supported development throughout the region

Measuring Success:	Trending
Qualitative assessment of NCRTD's participation in local agency land use planning and development review processes	
Of land use applications received by NCRTD, the percentage reviewed and commented on by NCRTD	

Strategies	2015-2035 Cost*	Priority
• Evaluate the opportunity to create a new staff position within NCRTD to coordinate with counties, municipalities, pueblos, and state on land use planning and review.	$1.6M	Medium

*In 2015 dollars

Category: Partnerships
Goal: Regional collaboration on transit service needs and investments

Objective 2:

Establish stronger working relationships with local municipalities, tribes, government agencies

Measuring Success:	Trending
Human service plan that allows the district to pursue additional funding for service	
Implementation of recommendations made in a coordinated human service transportation plan	

Strategies	2015-2035 Cost*	Priority
• Conduct a coordinated human service and public transportation plan for the four-county service area.	$0.75M	High
• Work with regional agencies to identify collaborative projects where partnering opportunities would benefit the agency, as well as NCRTD (e.g., cost sharing of a new service, construction of a new park and ride, stop enhancements).	Included in other strategies	Medium

*In 2015 dollars

Category: Partnerships
Goal: Regional collaboration on transit service needs and investments

Objective 3:

Ensure that the NCRTD Service Plan is consistent with and complementary to regional transportation plans

Measuring Success:	Trending
Participate in development of city, county, pueblo, RPO, MPO, and state transportation plans	
Work with New Mexico Transit Association and NMDOT to promote transit and increase ridership throughout the State	

Strategies	2015-2035 Cost*	Priority
• Participate in development of city, county, pueblo, RPO, MPO, and state transportation plans,	Included in other strategies	Medium
• Work with New Mexico Transit Association and NMDOT to promote transit and increase ridership throughout the State,	Included in other strategies	Medium

*In 2015 dollars

Category: Environmental Stewardship
Goal: A transit system that protects and enhances the built and natural environment.

Objective 1:

Achieve the District's Sustainability Plan

Measuring Success:	Trending
Continued annual review and implementation of adopted Sustainability Plan	

Strategies	2015-2035 Cost*	Priority
• Evaluate and purchase, to the extent viable, low emission, fuel-efficient ,and alternative fuel vehicles to replace and expand fleet.	$10K	Medium
• Evaluate and implement, to the extent viable, alternative sources of sustainable energy such as solar and wind for NCRTD facilities	$0.22M	Medium
• Implement elements of NCRTD's Sustainability Plan.	TBD	Medium

*In 2015 dollars
TBD = To be determined

Category: Environmental Stewardship
Goal: A transit system that protects and enhances the built and natural environment.

Objective 2:

Promote mass transit to reduce congestion of single-occupant motor vehicle traffic, to decrease auto accidents, prolong life of road facilities, prolong and extend petroleum resources, and reduce noise and air pollution

Measuring Success:	Trending
Reduction in vehicle miles of travel and carbon emissions as a result of miles traveled by NCRTD customers	

Strategies	2015-2035 Cost*	Priority
• Participate in regional land use planning as regional TOD resource to encourage efficient land use patterns	Included in other strategies	Medium

*In 2015 dollars

Category: Community Relations/Customer Service
Goal:

Objective 1:

Provide "Service Excellence" as a team of respectful, qualified professionals and expand "Customers First" principles

Measuring Success:	Trending
Percentage of formal customer inquiries addressed annually	
Customer satisfaction survey results	

Strategies	2015-2035 Cost*	Priority
• Include customer service feedback questions on survey.	NA	High
• Respond to information requests, commendations, and complaints within one business day.	NA	High
• Provide annual Service Excellence training for all NCRTD staff.	$0.1M	High
• Achieve and maintain on-time performance of 90 percent at key time points system-wide.	$5.5M	High

*In 2015 dollars
NA = Included in existing resources

Category: Community Relations/Customer Service
Goal:

Objective 2:

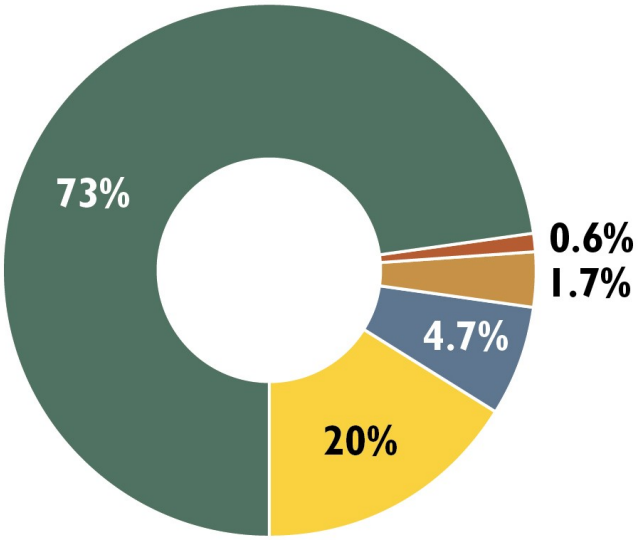
Expand marketing and promotion efforts to increase new and choice ridership

Measuring Success:	Trending
Portion of annual boardings that are identified as being new riders and/or choice riders	

Strategies	2015-2035 Cost*	Priority
• Expand marketing, education, and travel training to schools and employment centers served.	$0.1M	High
• Conduct marketing effort to educate and attract visitors and tourists.	$0.2M	Medium
• Develop, conduct, and participate in initiatives that promote public transit.	$0.1M	Low

*In 2015 dollars

Financial Picture



TOTAL OPERATING REVENUE: $9,491,860

- Tax Revenue ($6,941,122)
- Federal Grants ($1,889,341)
- Member Local Match ($450,000)
- State Capital Outlay/Vehicles ($161,000)
- Miscellaneous Revenue ($50,209)

In fiscal year 2014, NCRTD expended approximately $9 million on the administration, operating and capital associated with running the NCRTD service.

The largest portion of the revenues (73 percent) came from the region's 1/8 cent GRT. Another 20 percent came from federal grants, while less than 2 percent came from state funding sources.

Through intergovernmental contracts, a portion of the GRT collected in NCRTD's four-county service area supports other transit agencies serving the region. About $2.0 million goes to Rio Metro Regional Transit District (RMRTD) for the RailRunner service, $1.3 million supports transit in Los Alamos County, and just under $1 million goes to the City of Santa Fe.

Since 2011, 5311 capital and State Capital outlay revenues have varied from about $50,000 annually to nearly $1 million annually. The highest years for capital revenues occurred when NCRTD built the new administration building in Española.

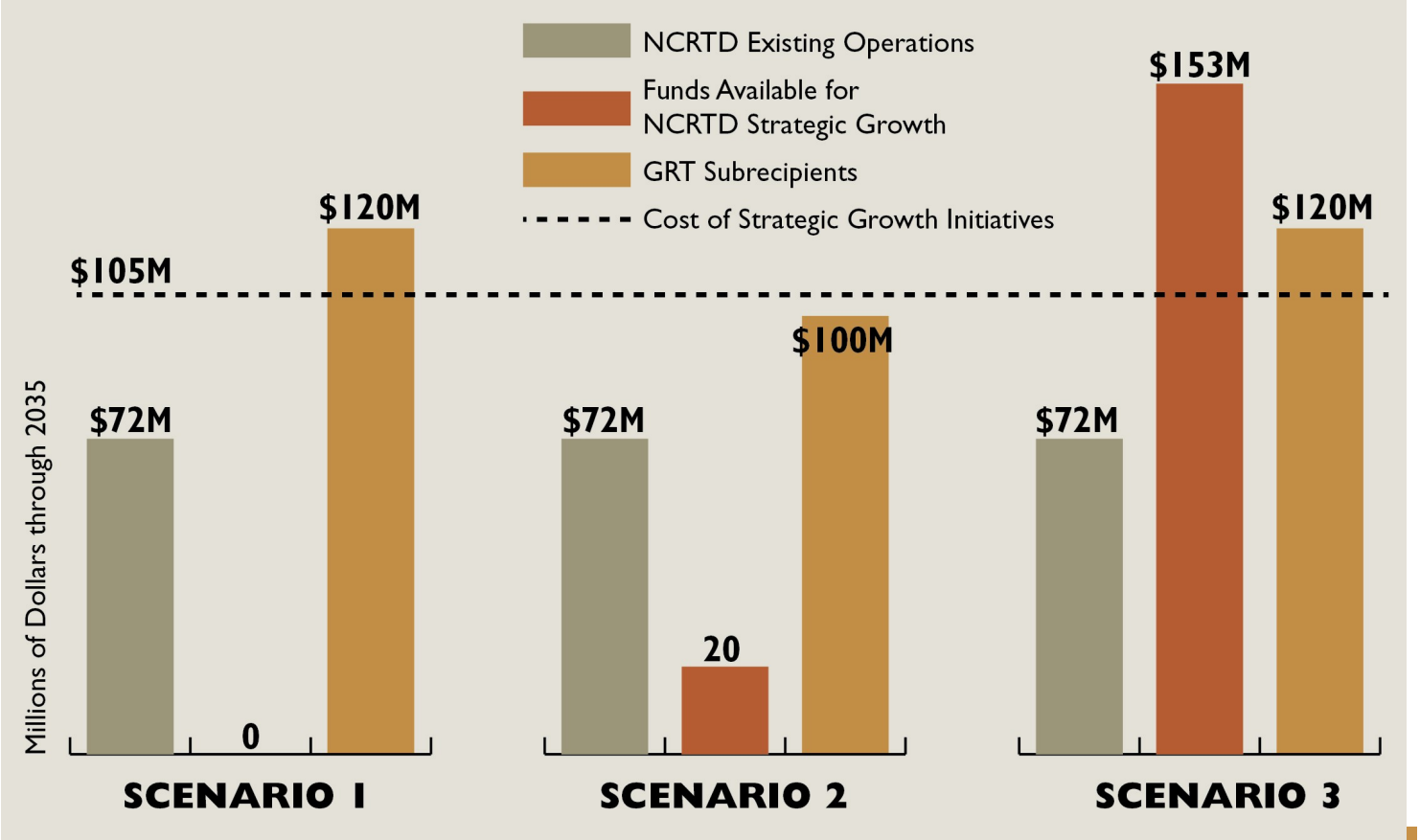
Status of State Funding

AASHTO's *Survey of State Funding for Public Transportation* (2014) summarizes information on state transit funding mechanisms across the US.

New Mexico ranks 27th in the nation in terms of state support for public transit. This level of funding equates to $3.30 per capita for the NMDOT Park and Ride service. These funds come from the state's road fund. Other states range from no state funding for transit to over $200 per capita for transit in very urban regions.

NCRTD is committed to working with New Mexico Transit Association (NMTA) to support its efforts to secure legislation that would create a state public transit fund that provides a permanent, recurring source of critical funding for local and regional public transit operations and that would create a state public transit capital fund that provides a dedicated source of recurring funding for vehicles and other public transit capital projects.

Financial Picture



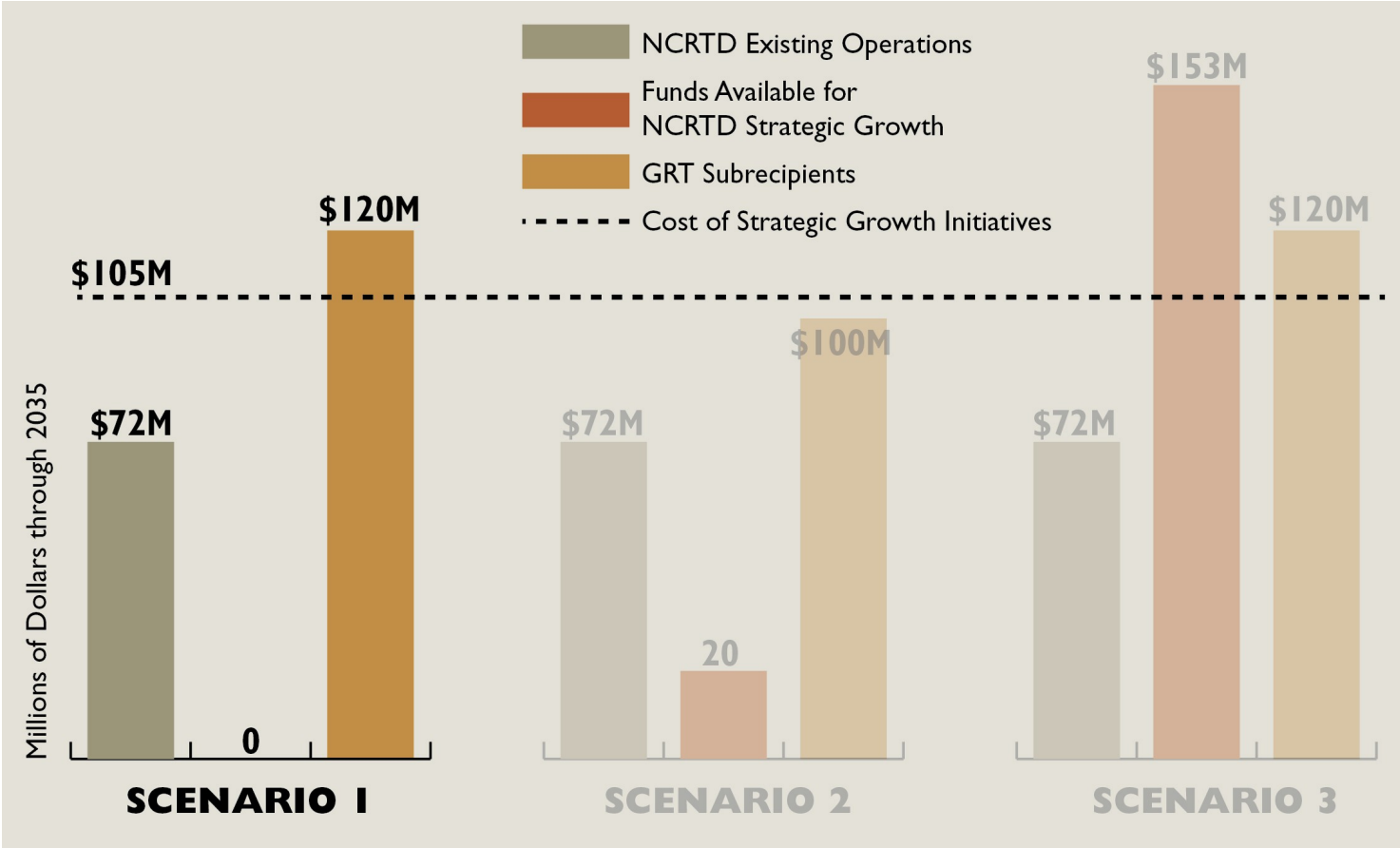
NCRTD is committed to seeking new funding sources to meet the future transit needs of the region

The strategic actions identified in this plan are estimated to cost between $95 and $105 million between now and 2035 above the funding sources available today.

The high-priority actions alone would cost approximately $65 million over what is expected to be generated using today's funding sources.

Three funding scenarios have been developed to evaluate options for funding this strategic plan. The three scenarios are described in more detail.

Financial Picture



Scenario 1: Status Quo

Under Scenario 1, NCRTD voters would be requested to remove the GRT sunset by 2023, and the other existing funding sources would also remain in place.

The GRT would experience moderate growth, 3 percent annually. Federal funding would be relatively flat over the next 20 years; a 2 percent annual growth rate has been assumed.

Funds from Los Alamos County have been declining in recent years, and for this estimate, they are assumed to continue to decline at a rate of 10 percent annually.

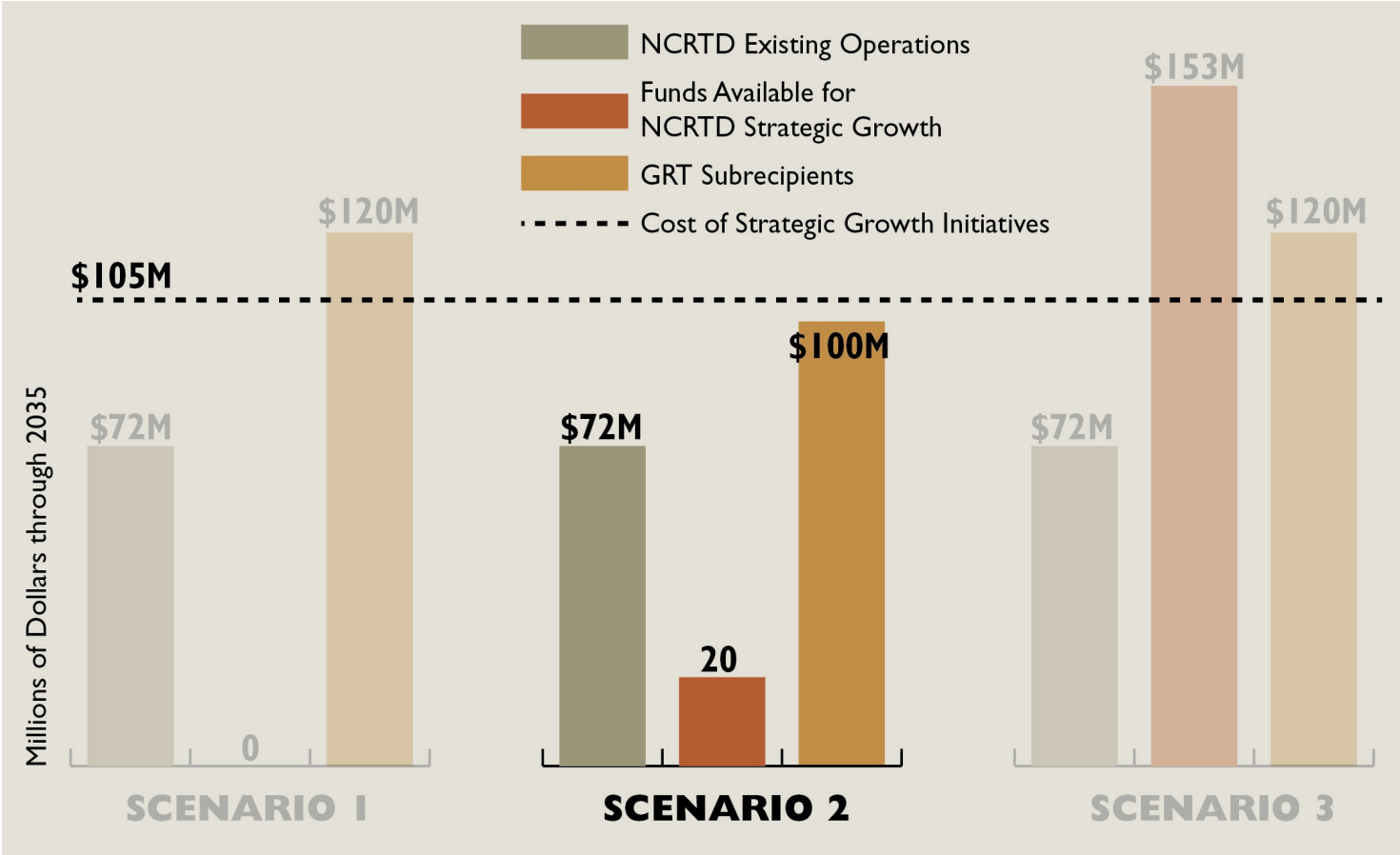
Removing the GRT sunset would result in about $130 million in revenues between 2024 and 2035.

Under the current policies and agreements, approximately $60 million of the GRT between 2024 and 2035 would go to subrecipients in the four-county region.

The remaining GRT would be used to support NCRTD operations. However, because operating, administration, maintenance, and capital costs will likely experience inflation rates similar to the growth rates identified for each revenue source, NCRTD would not have adequate operating or capital funds to meet the growing needs of the four-county region or to implement actions from this strategic plan.

Scenario 1 would result in minimal growth in NCRTD services to meet the growing needs of the region.

Financial Picture



Scenario 2: Reallocate GRT

Under Scenario 2, NCRTD voters would be requested to remove the GRT sunset before 2023. Other existing funding sources would remain in place. The GRT is estimated to increase by a moderate 3 percent growth in all years, and federal funding would be relatively flat over the next 20 years; a 2 percent annual growth rate has been assumed. Funds from Los Alamos County have been declining in recent years, and for this estimate, they are assumed to continue to decline at a rate of 10 percent annually.

NCRTD would modify agreements with GRT subrecipients in the four-county region to grow allocations until 2020. After 2020, allocations to subrecipients would remain steady through 2035.

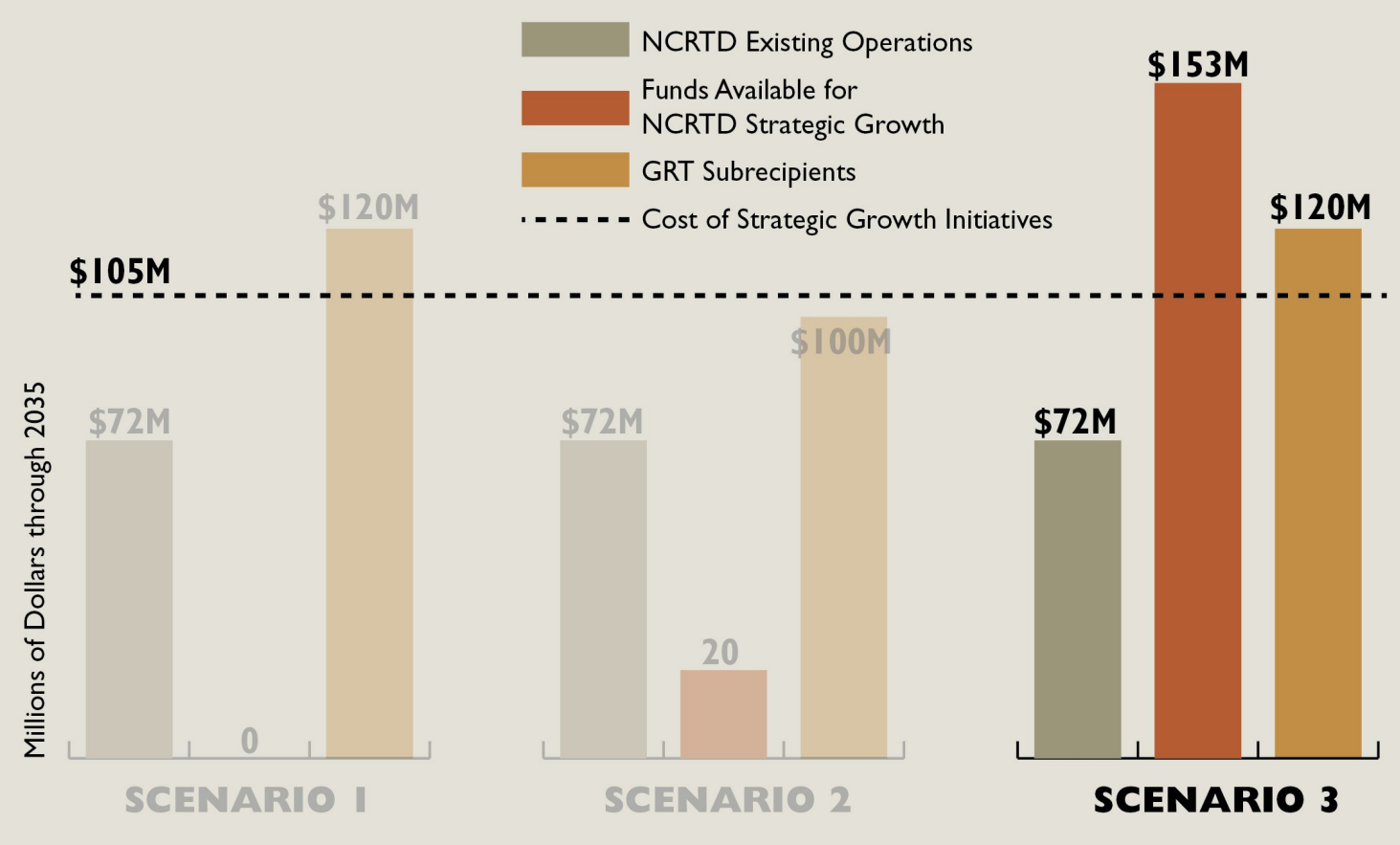
Based on the estimated escalation rate, GRT allocation to subrecipients would reach about $5 million annually and remain $ 5 million annually through 2035. This allocation to GRT subrecipients is nearly $700,000 more than what subrecipients are budgeted to receive in 2015.

Over the 20 year planning horizon, this would yield approximately $20 million in revenues for NCRTD to improve service to meet the growing needs of the four-county region.

This would cover approximately 20 percent of the total cost to implement actions identified in the strategic plan.

Longer-term priorities would not be implemented and allocations to subrecipients would be reduced. Key indicators that would not likely be implemented could include:

Financial Picture



Scenario 3: Increase GRT

Under Scenario 3, NCRTD voters would be requested to remove the GRT sunset and double the GRT to ¼ cent in year 2020; this is equivalent to a 12.5 cent increase on a $100 purchase. Other existing funding sources would remain in place.

The GRT would double starting in 2021 and experience a moderate 3 percent growth in all other years. Federal funding would be relatively flat over the next 20 years; a 2 percent annual growth rate has been assumed. Funds from Los Alamos County have been declining in recent years, and for this estimate, they are assumed to continue to decline at a rate of 10 percent annually.

Allocations to GRT subrecipients would keep pace with the overall GRT and for this scenario are assumed to grow at 3 percent annually.

By 2035 the annual allocation to GRT subrecipients is estimated to be approximately $7.9 million; this is about $3.5 million more annually than the current

Over the 20 year planning horizon, this would yield approximately $153 million in revenues for NCRTD to improve service to meet the growing needs of the four-county region.

This would more than cover the cost to implement and maintain the actions identified in the strategic plan.

Subrecipients' allocations would continue to keep pace with GRT growth over time and could even be increased as appropriate.

Conclusion

This section to be written after August Board discussion.

End Notes

Transit Service Plan Update: Final Report, KFH Group (March 28, 2014). The county with the overall highest density is Los Alamos (175.8 persons per square mile) but this is primarily due to the county's small, compact size.

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Strategy Cost Estimate Details

	Strategy	Assumptions	Estimated New Cost Year 1	Total New Cost Through 2035
1	Work to remove 2023 sunset of NCRTD GRT funds	$30,000 for public education campaign	$30,000	$30,000
2	Pursue an increase in NCRTD GRT funding	$30,000 for public education campaign	$30,000	$30,000
3	Continue advocating for a state transit fund for capital and operations	Included in existing staffing resources		
4	Research and identify new public and private funding sources	Included in existing staffing resources		
5	Implement transit asset management and maintenance plan (existing fleet and facilities).	fleet replacement (assumes increase of 100K annually)	$100,000	$2,000,000
6	Adhere to fleet maintenance plan to reduce down time	increase $50,000 annually	$50,000	$1,000,000
7	Identify safety and security issues and implement measures to mitigate risk	$50,000 for plan - recommendation costs tbd but estimated at $30,000 annually	$50,000	$620,000
8	Coordinate incident response plan with local law enforcement for direct threat on board transit vehicles and in transit facilities	Included in existing resources		
9	Use ITS capabilities to inform drivers and public of emergency public safety announcements	$5,000 startup cost but no cost annually after startup	$5,000	$5,000
10	Continue to coordinate with counties on development of disaster management plan	Included in existing resources		
11	Identify, evaluate, and implement top priority safety enhancements specific to youth and other vulnerable populations	Included in Strategy 7		
12	Ongoing driver and staff safety and security training	$5,000 per training	$5,000	$100,000
13a	Provide service to all transit supportive areas with concentrations of transit dependent populations	15% increase in existing revenue hours of 59282K at $90/hr	$800,307	$16,006,140
13b		Purchase, maintain and replace additional fleet to support Strategy 13a (6, 3 year vehicles @ $100,000 each)	$600,000	$4,000,000
14	Develop travel training program	new staff person at 50K plus 35% for benefits plus $10K in year 1, $5K per year after	$77,500	$1,455,000
15	Conduct a region-wide evaluation of bus stop accessibility, prioritize enhancements and implement recommendations.	$30K per site, 5/yr	$150,000	$2,850,000

Strategy Cost Estimate Details

	Strategy	Assumptions	Estimated New Cost Year 1	Total New Cost Through 2035
16	Evaluate fleet replacement options to ensure convenient access and comfortable use by mobility impaired users.	$10K study	$10,000	$10,000
17	Design new stops, stations and park and rides to accommodate people of all ages and abilities.	included in stop/station cost		
18	Adopt accessibility design standards for stops and facilities	No new cost		
19	Coordinate with NMDOT and local agencies on regional infrastructure planning to incorporate multimodal accessibility	Included in existing resources		
20a	Conduct feasibility studies for highly requested new routes and implement those identified as feasible.	Assumes 4 new routes equivalent to 10K in new revenue service hours	$900,000	$18,000,000
20b		Purchase, maintain and replace additional fleet to support Strategy 20a (4, 3 year vehicles @ $100,000 each)	$400,000	$2,800,000
21a	Increase frequency of productive routes	59282 annual hours today at $90/hr, increase by 15%	$800,307	$16,006,140
	Add weekend service to productive routes	half of current routes operate on Saturday (59282/5/2)	$533,538	$10,670,760
21c		Purchase, maintain and replace additional fleet to support Strategy 21a (4, 3 year vehicles @ $100,000 each)	$400,000	$2,800,000
22	Work to coordinate traveler communication among systems within the region.	$100,000 one time cost, $5,000 annual maintenance costs	$100,000	$195,000
23	Provide daily weekday service to higher education institutions and large employment centers.	Included in Strategy 20 and 21		
24	Work with higher education institutions to identify the service hours best suited to students needs and class times.	Included in existing resources		
25a	Provide service to major regional tourist attractions for use by employees and visitors.	Assumes 1 new routes equivalent to 5K in new revenue service hours	$450,000	$9,000,000
25b		Purchase, maintain and replace additional fleet to support Strategy 25a (1, 12 year vehicles @ $100,000 each)	$100,000	$700,000

Strategy Cost Estimate Details

	Strategy	Assumptions	Estimated New Cost Year 1	Total New Cost Through 2035
26	Enhance and market service between Taos and Santa Fe to accommodate visitors travel.	Add 500 revenue hours of service at $90/hour	$45,000	$900,000
26b		Purchase, maintain and replace additional fleet to support Strategy 26a (1, 3 year vehicles @ $100,000 each)	$100,000	$700,000
27	Participate in land use planning and development activities with local municipalities.	Included in Strategy 30		
28	Create marketing campaign that illustrates both the mobility and non mobility benefits of transit.	Every other year at a cost of $10,000	$10,000	$100,000
29	Implement travel training program (check language)	Included in Strategy 14		
30	Evaluate opportunity to create a new staff position within NCRTD to coordinate with counties, municipalities, pueblos, and state on land use planning and review.	hire new emp with this focus 60K salary plus 35% in benefits	$81,000	$1,620,000
31	Conduct a coordinated human service and public transportation plan for the four-county service area.	$150,000 per update, update 4 times	$150,000	$750,000
32	Work with regional agencies to identify collaborative projects where partnering opportunities would benefit the agency as well as NCRTD (e.g., cost sharing of a new service, construction of a new park and ride, stop enhancements)	Included in Strategy 30		
33	Participate in development of city, county, pueblo, RPO, MPO, and state transportation plans.	Included in Strategy 30		
34	Work with New Mexico Transit Association and NMDOT to promote transit and increase ridership throughout the State	Included in Strategy 30		
35	Evaluate and purchase, to the extent viable, low emission, fuel-efficient and alternative fuel vehicles to replace and expand fleet	$10K study to evaluate	$10,000	$10,000
36	Evaluate and implement, to the extent viable, alternative sources of sustainable energy such as solar and wind for NCRTD bus shelters	$20K study, $10,000 annually for implementation	$20,000	$220,000
37	Implement elements of NCRTD's Sustainability Plan	TBD		

	Strategy	Assumptions	Estimated New Cost Year 1	Total New Cost Through 2035
38	Participate in regional land use planning as regional TOD resource to encourage efficient land use patterns	Included in Strategy 30		
39	Include customer service feedback questions on survey	Included in existing resources		
40	Respond to information requests, commenda-tions, and complaints within one business day	Included in existing resources		
41	Provide annual Service Excellence training for all NCRTD staff	$5K per annual training	$5,000	$100,000
42	Achieve and maintain on-time performance of 90 percent at key time points system-wide	Increase recovery time to ensure schedule adherence (5% increase in hours)	$266,769	$5,335,380
43	Expand marketing, education, and travel training to schools and employment centers served	$5K annually	$5,000	$100,000
44	Conduct marketing effort to educate and at-tract visitors and tourists	$20K annually	$20,000	$200,000
45	Develop, conduct, and participate in initia-tives that promote public transit	$5K annually	$5,000	$100,000
Total			$6,309,421	$98,413,420

2015 dollars

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connecting and enhancing communities

Agenda Report
NCRTD Board of Directors Meeting
Meeting Date: August 7, 2015

Agenda Item – C

Title: A presentation and discussion of Marketing Efforts and Strategic Plan

Prepared By: Jim Nagle, Public Information Officer

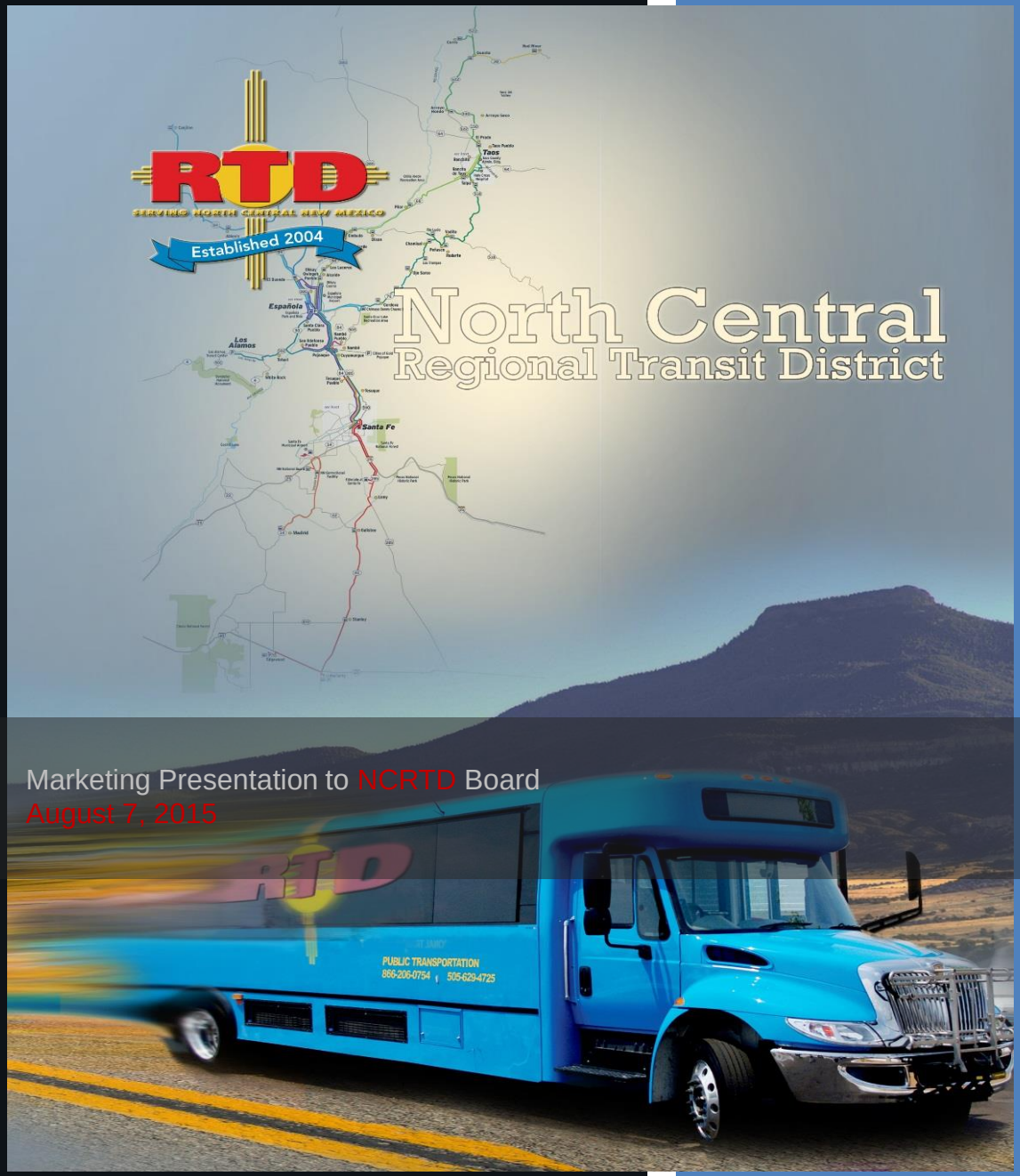
Summary: A presentation to outline what marketing programs have been put into place this past year, what we have coming up this year and how we plan to position ourselves as we look forward to the future.

Background: As the marketing plan is developed to include programs that encompass the service area and each of our member entities, feedback from the Board is welcomed, particularly in the area of community outreach, and to ensure that we are reaching their constituents.

Recommended Action: Discussion only. Based upon Board input, staff will incorporate those changes into the program, current budget provided.

Fiscal Impact: The presentation reflects the currently approved FY2016 Marketing and Public Information budget which contains $70,000/advertising, $7500 for rider survey and $5,000 for video development. Costs for strategic plan are reflected in the approved FY2016 budget.

Attachments:
Marketing Power Point Presentation



NCRTD

Marketing Presentation to NCRTD Board

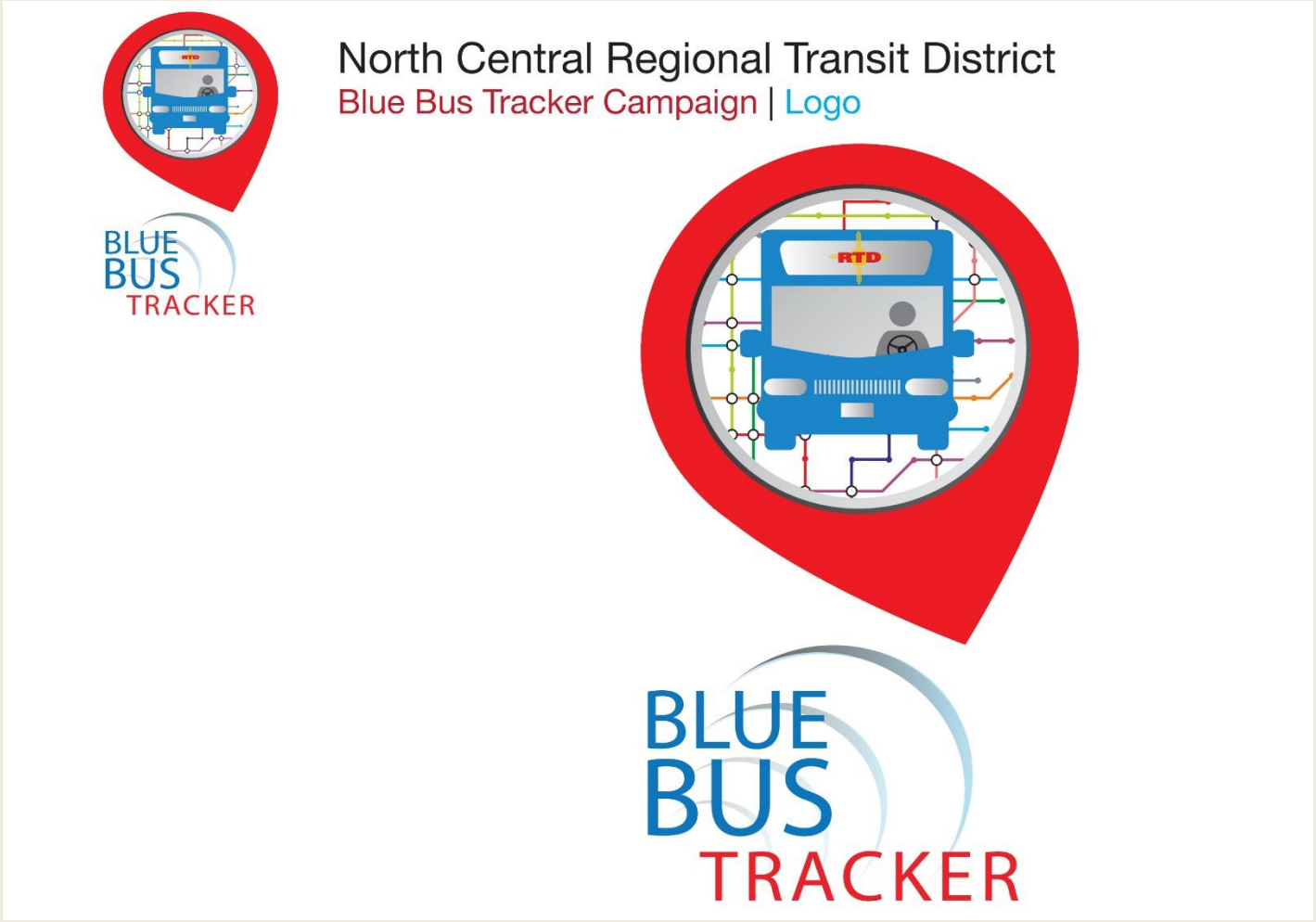
August 7, 2015

PROJECTS

- Major Launches
- Advertising Program
- Publication and Print
- Tourism Rack Cards
- NCRTD Events
- Community Outreach
- FY2016 Programs/Events

LAUNCH OF ITS AND SYSTEMWIDE ROUTE MODIFICATIONS

Logo/Branding Development

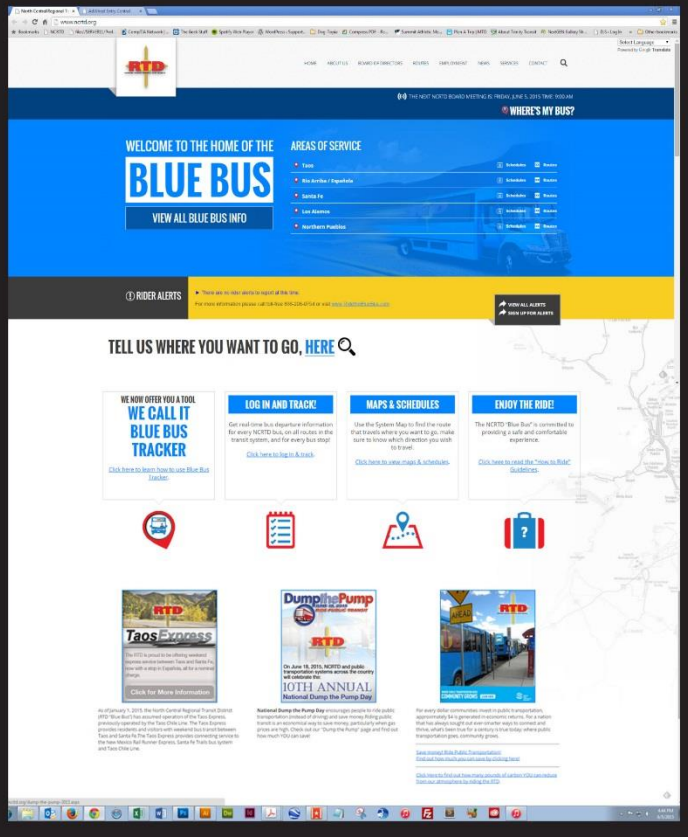


WEBSITE REDESIGN NCRTD.ORG

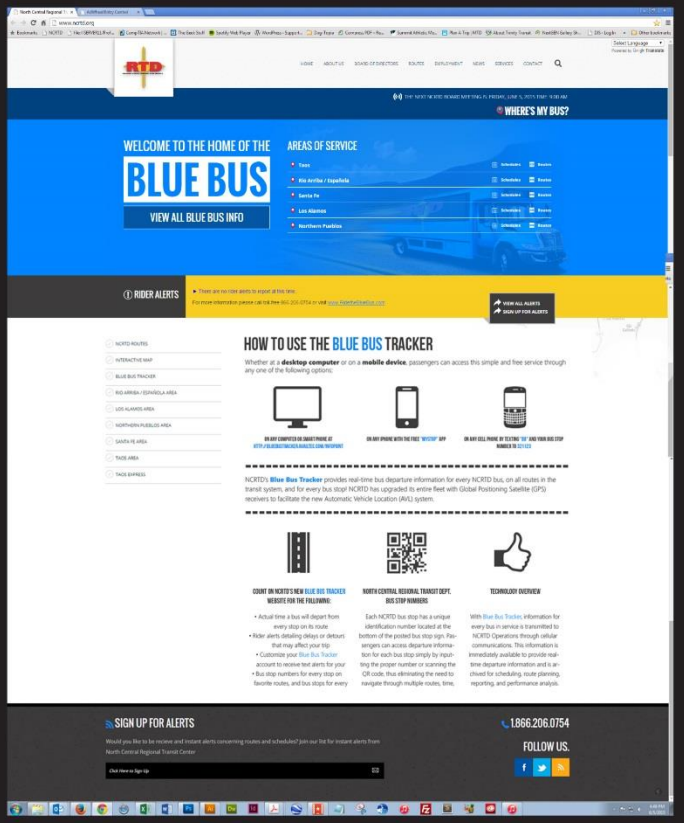
North Central Regional Transit District
Blue Bus Tracker Campaign
Campaign Website Redesign

Website Activity Up Over 53%

Homepage



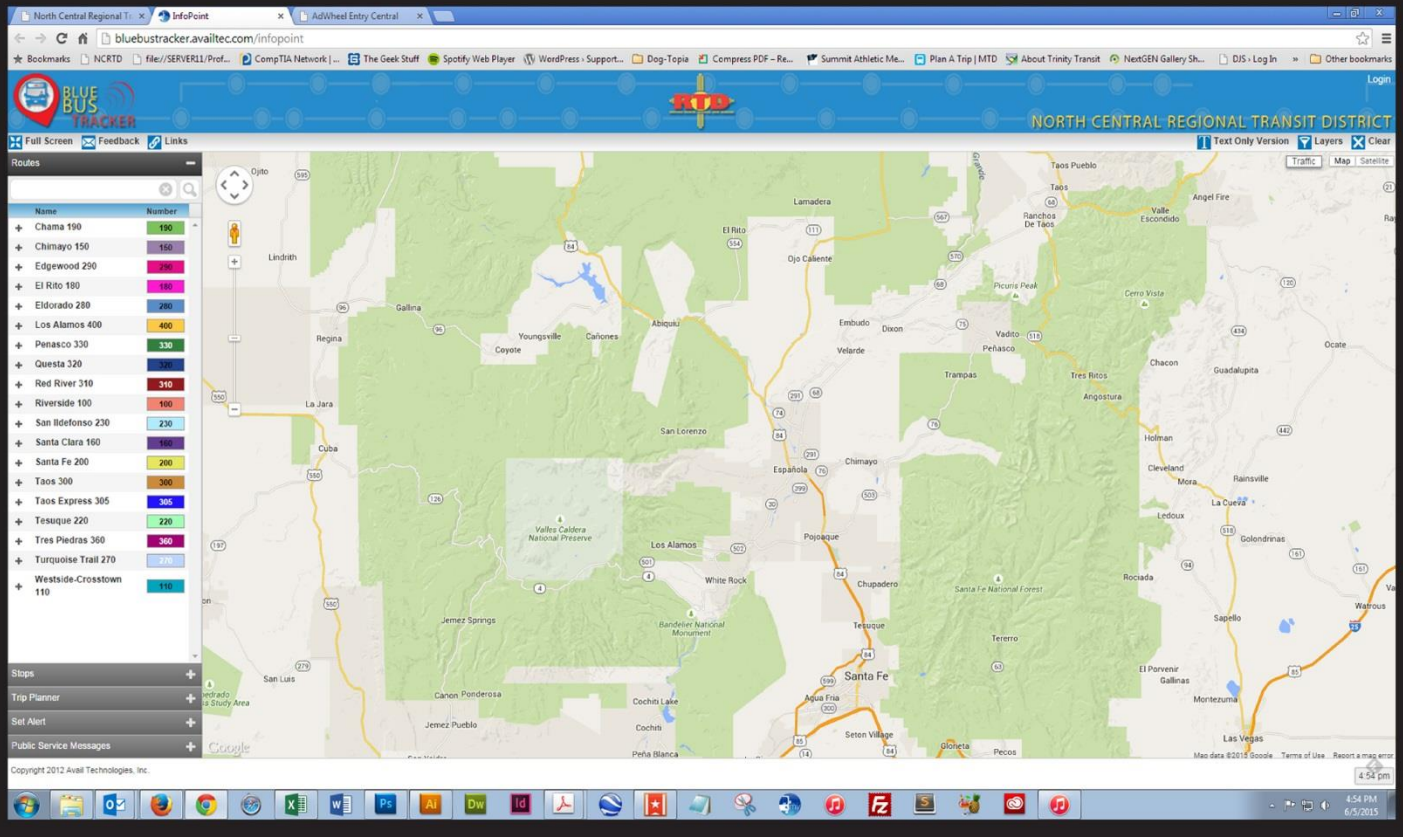
How to Page



AVAIL INTEGRATION

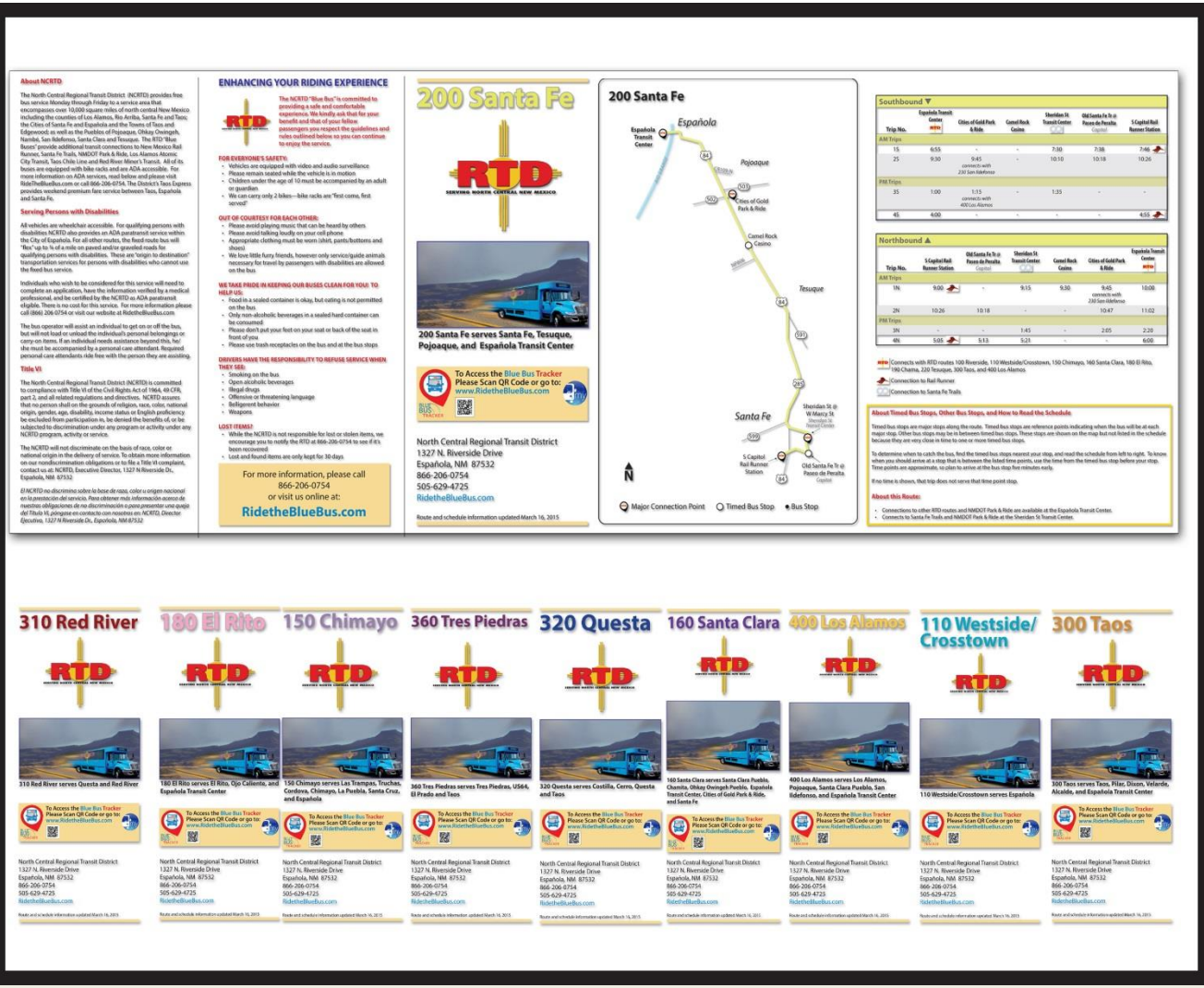
North Central Regional Transit District
Blue Bus Tracker Campaign
ITS Landing Page

Blue Bus Tracker - Realtime Web Page



ROUTE BROCHURES

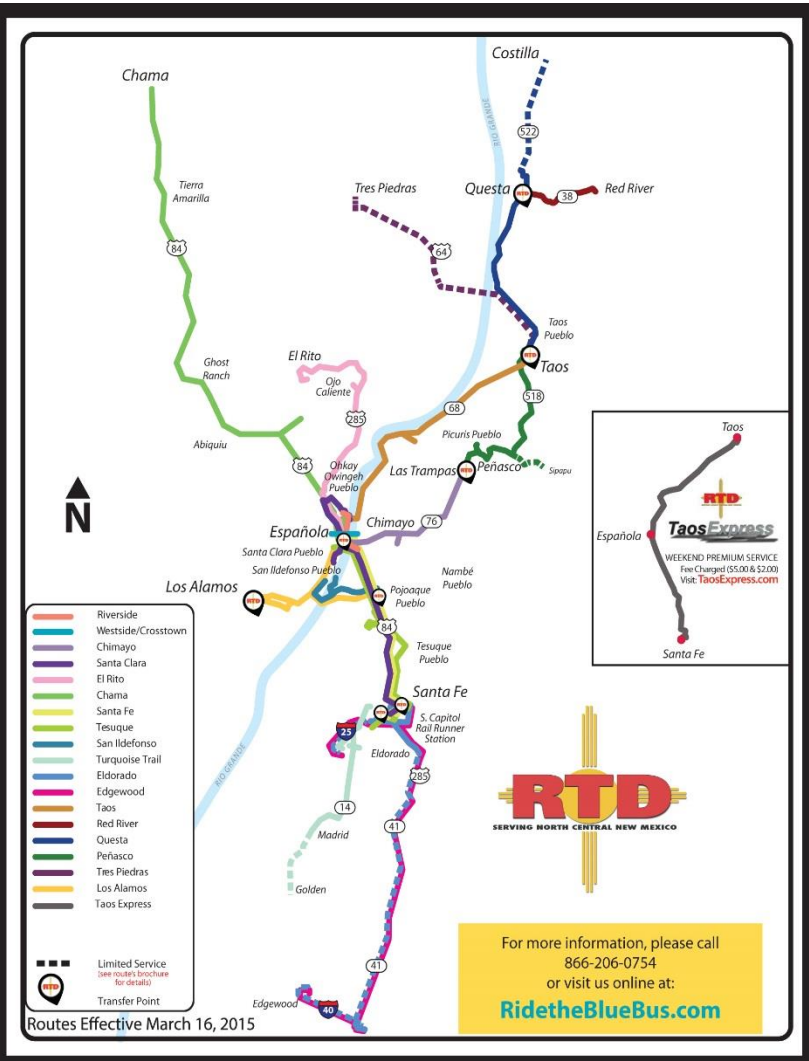
North Central Regional Transit District
Blue Bus Tracker Campaign
Route Brochures



SYSTEM MAP

North Central Regional Transit District

Blue Bus Tracker Campaign System Map



ADVERTISING

North Central Regional Transit District
Blue Bus Tracker Campaign
Print and Digital Ads - Radio Spots (English and Spanish)

RTD BUS WRAPS

North Central Regional Transit District

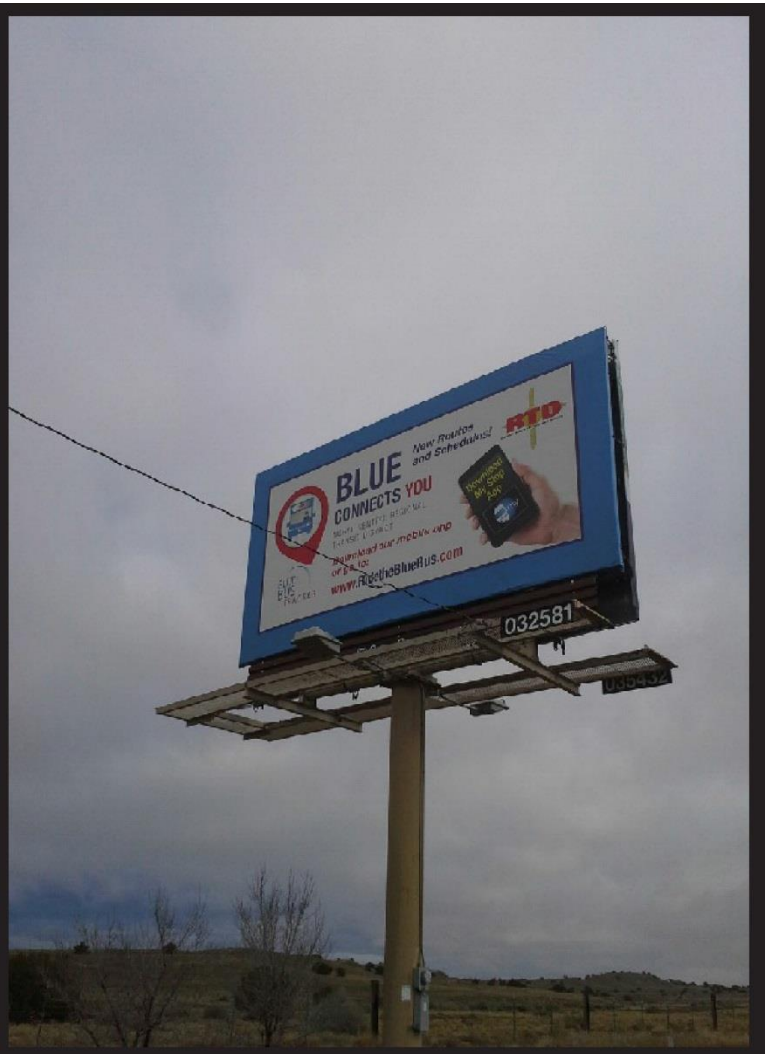
Blue Bus Tracker Campaign Bus Wrap

BLUE
CONNECTS YOU
NORTH CENTRAL REGIONAL
TRANSIT DISTRICT
Now with new Routes & Schedules to get you where you want to go!
Bus Locations, Routes & Schedules on your devices, or go to:
www.RidetheBlueBus.com
Download MyStop App
BLUE BUS TRACKER
RTD

BILLBOARD

North Central Regional Transit District
Blue Bus Tracker Campaign
Billboard

Graphic



Actual

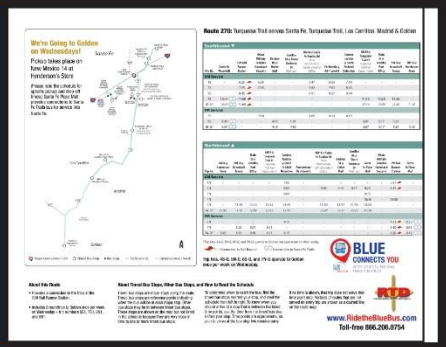
COLLATERAL

North Central Regional Transit District

Blue Bus Tracker Campaign Print Media

Route Specific Brochure

RTD BLUE CONNECTS YOU
NORTH CENTRAL REGIONAL TRANSIT DISTRICT
We're Going to Golden!
Schedule Inside
KNOW WHERE YOUR BUS IS!
To access the Blue Bus Tracker, scan QR Code or go to: www.RidetheBlueBus.com
SCAN ME

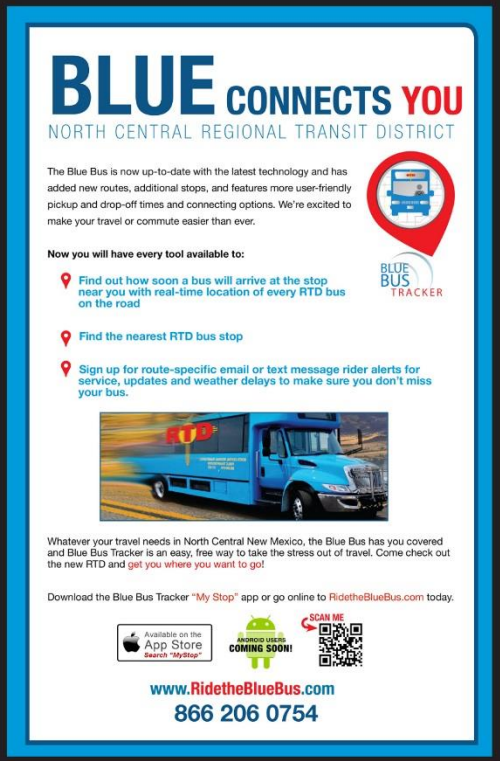


Rack Card

BLUE RTD
CONNECTS YOU
NORTH CENTRAL REGIONAL TRANSIT DISTRICT
The Blue Bus Tracker knows where your bus is at all times.
GPS-enabled real-time updates on bus location, routes and schedules.
Get all of your transit information or plan your trip on-the-go from your phone, tablet or computer.
Come check out the new RTD—with modified and extended routes and Blue Bus schedules featuring more user-friendly pickup and drop-off times, and connecting options—all to make it run more efficiently and get you where you want to go!
www.RidetheBlueBus.com

Blue Connects You!
The Blue Bus is now up-to-date with the latest technology and has added new routes, additional stops, and features more user-friendly pickup and drop-off times and connecting options. We're excited to make your travel or commute easier than ever.
Now you'll have every tool available to:
Find out how soon a bus will arrive at a stop near you with real-time location of every Blue Bus on the road
Find the nearest Blue Bus stop
Sign up for route-specific email or text rider alerts for service updates and weather delays to make sure you don't miss your bus.
Whatever your travel needs in North Central New Mexico, the Blue Bus has you covered and Blue Bus Tracker is an easy, free way to take the stress out of travel.
Download the Blue Bus Tracker "My Stop" app or go online to RidetheBlueBus.com today.
Available on the App Store
COMING SOON!
SCAN ME

Community Handout/Poster and Flier

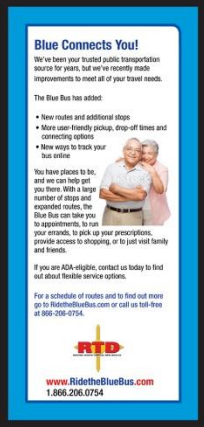

BLUE CONNECTS YOU
NORTH CENTRAL REGIONAL TRANSIT DISTRICT
The Blue Bus is now up-to-date with the latest technology and has added new routes, additional stops, and features more user-friendly pickup and drop-off times and connecting options. We're excited to make your travel or commute easier than ever.
Now you will have every tool available to:
Find out how soon a bus will arrive at the stop near you with real-time location of every RTD bus on the road
Find the nearest RTD bus stop
Sign up for route-specific email or text message rider alerts for service, updates and weather delays to make sure you don't miss your bus.
BLUE BUS TRACKER
Whatever your travel needs in North Central New Mexico, the Blue Bus has you covered and Blue Bus Tracker is an easy, free way to take the stress out of travel. Come check out the new RTD and get you where you want to go!
Download the Blue Bus Tracker "My Stop" app or go online to RidetheBlueBus.com today.
Available on the App Store
Search "MyStop"
ANDROID USERS COMING SOON!
SCAN ME
www.RidetheBlueBus.com
866 206 0754

Business Card/Flier

Never Wait for the Bus Again! Live Bus Locations on the Move!
Mystop Mobile Blue Bus Tracker App
FREE DOWNLOAD
Please scan QR Code or go to: www.RidetheBlueBus.com on your device's browser.
Scan Me!

Seniors Rack Card

BLUE CONNECTS YOU
NORTH CENTRAL REGIONAL TRANSIT DISTRICT
Never miss or reschedule again.
Do you need help getting to and from doctors appointments, making trips to the grocery store, or stopping into the pharmacy to get prescriptions filled?
When you need a ride, the RTD Blue Bus can take you where you need to go and help make getting around a little easier.
For help in planning your trip, or to find out more about our routes, schedules and services, please call toll-free to 866-206-0754 or visit:
www.RidetheBlueBus.com


Blue Connects You!
We've been your trusted public transportation source for years, but we've recently made improvements to meet all of your travel needs.
The Blue Bus has added:
New routes and additional stops
More user-friendly pickup, drop-off times and connecting options
New ways to track your bus online
You have places to be, and we can help get you there. With a large number of stops and expanded routes, the Blue Bus can take you to appointments, to run your errands, to pick up your prescriptions, provide access to shopping, or to just visit family and friends.
If you are ADA-eligible, contact us today to find out about flexible service options.
For a schedule of routes and to find out more go to RidetheBlueBus.com or call us toll-free at 866-206-0754.
www.RidetheBlueBus.com
1.866.206.0754

LOS ALAMOS COLLABORATION

North Central Regional Transit District

Blue Bus Tracker Campaign

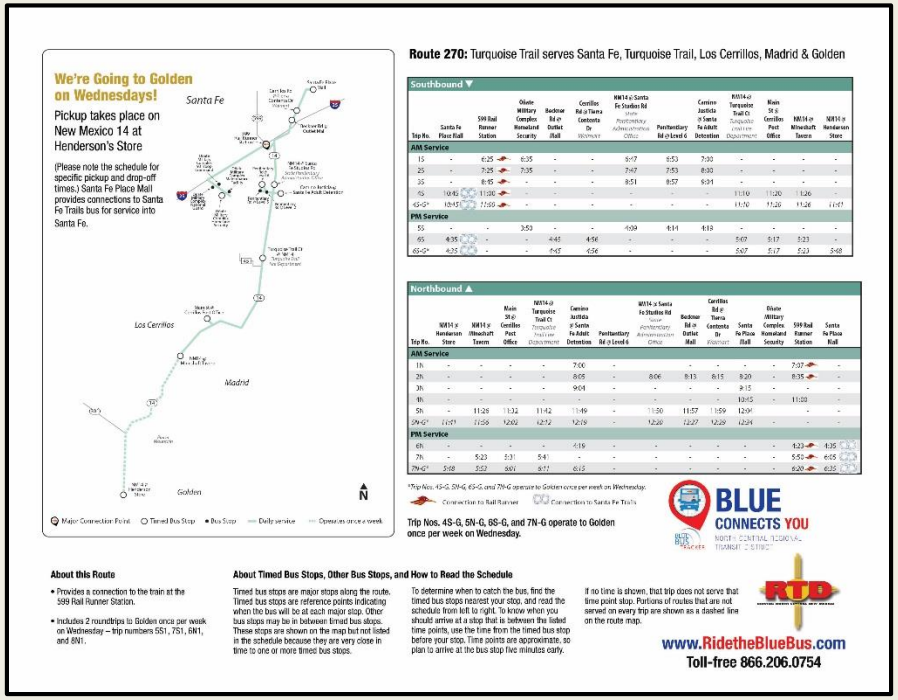
Los Alamos Collaboration Joint Ad & Bill Stuffer/Mailer

ACT CONNECTS YOU!
ACTRACKER
Now you will have every tool available to:
FIND OUT when your bus will arrive at a bus stop with real-time location of every RTD bus on the road
FIND the nearest ACT bus stop
SIGN UP for route-specific email or text message rider alerts for service updates and weather delays to make sure you don't miss your bus.
ATOMIC CITY TRANSIT

BLUE CONNECTS YOU
NORTH CENTRAL REGIONAL TRANSIT DISTRICT
RTD
Now you will have every tool available to:
FIND OUT when your bus will arrive at a bus stop with real-time location of every ACT bus on the road
FIND the nearest RTD bus stop
SIGN UP for route-specific email or text message rider alerts for service, updates and weather delays to make sure you don't miss your bus.
BLUE BUS TRACKER
www.RidetheBlueBus.com

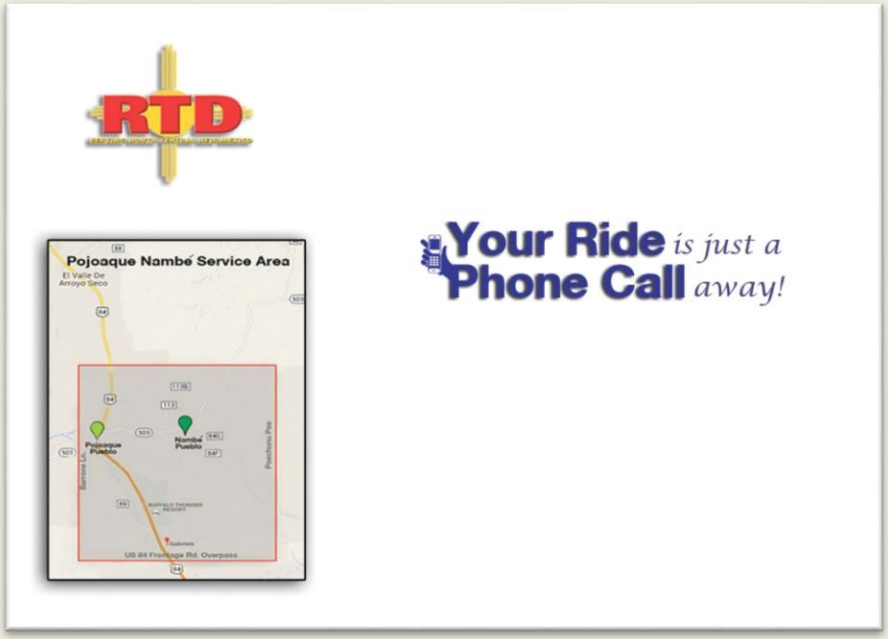
GOLDEN MAILER

North Central Regional Transit District
1327 N. Riverside Dr.
Espanola, NM 87532
The North Central Regional Transit District (NCRTD) provides fare-free bus service Monday through Friday to a service area that encompasses over 10,000 square miles of north central New Mexico, including the counties of Los Alamos, Rio Arriba, Santa Fe and Taos; the Cities of Santa Fe and Espanola and the towns of Taos and Edgewood; as well as the Pueblos of Pojoaque, Ohkay Owingeh, Nambe, San Ildefonso, Santa Clara and Tesuque. The RTD "Blue Buses" provide additional transit connections to New Mexico Rail Runner, Santa Fe Trails, NMDOT Park & Ride, Los Alamos Atomic City Transit, Taos Chile Line and Red River Miner's Transit. All of its buses are equipped with bike racks and are ADA accessible. For more information on ADA services, please visit RidetheBlueBus.com or call 866-206-0754. The District's Taos Express provides weekend premium fare service between Taos, Espanola and Santa Fe
RTD
BLUE
CONNECTS YOU
NORTH CENTRAL REGIONAL TRANSIT DISTRICT
BLUE BUS TRACKER
We're Going to Golden!
Schedule Inside
KNOW WHERE YOUR BUS IS!
To access the Blue Bus Tracker, scan QR Code or go to: www.RidetheBlueBus.com
SCAN ME


We're Going to Golden on Wednesdays!
Pickup takes place on New Mexico 14 at Henderson's Store
(Please note the schedule for specific pickup and drop-off times.) Santa Fe Place Mall provides connections to Santa Fe Trails bus for service into Santa Fe.
Santa Fe
Los Cerrillos
Madrid
Golden
N
Major Connection Point
Timed Bus Stop
Bus Stop
Daily service
Operates once a week
Route 270: Turquoise Trail serves Santa Fe, Turquoise Trail, Los Cerrillos, Madrid & Golden
Southbound
Northbound
Trip Nos. 4S-G, 5N-G, 6S-G, and 7N-G operate to Golden once per week on Wednesday.
Connection to Rail Runner
Connection to Santa Fe Trails
Trip Nos. 4S-G, 5N-G, 6S-G, and 7N-G operate to Golden once per week on Wednesday.
BLUE
CONNECTS YOU
NORTH CENTRAL REGIONAL TRANSIT DISTRICT
About this Route
• Provides a connection to the train at the 599 Rail Runner Station.
• Includes 2 roundtrips to Golden once per week on Wednesday – trip numbers 5S1, 7S1, 8N1, and 8N1.
About Timed Bus Stops, Other Bus Stops, and How to Read the Schedule
Timed bus stops are major stops along the route. Timed bus stops are reference points indicating when the bus will be at each major stop. Other bus stops may be in between timed bus stops. These stops are shown on the map but not listed in the schedule because they are very close in time to one or more timed bus stops.
To determine when to catch the bus, find the timed bus stops nearest your stop, and read the schedule from left to right. To know when you should arrive at a stop that is between the listed time points, use the time from the timed bus stop before your stop. Time points are approximate, so plan to arrive at the bus stop five minutes early.
If no time is shown, that trip does not serve that time point stop. Portions of routes that are not served on every trip are shown as a dashed line on the route map.
www.RidetheBlueBus.com
Toll-free 866.206.0754

POJOAQUE/NAMBÉ MAILER

Need a Ride?
The RTD is now providing FARE-FREE Dial-A-Ride service throughout Pojoaque/Nambe
Need to get to the pharmacy, doctor or grocery store?
Can't get to the bus stop?
Don't Drive?
Need to make connections to Santa Fe, Española, Los Alamos or Taos?
If you answered YES, to any of these questions,
Your Ride is just a Phone Call away!
Contact - 866.206.0754 or
Visit: www.RidetheBlueBus.com
RTD
Reservations are taken from 6:00am to 5:00pm Monday through Friday.
Call 1.866.206.0754 to RIDE!
BLUE CONNECTS YOU
NORTH CENTRAL REGIONAL TRANSIT DISTRICT



LAUNCH OF ITS AND SYSTEMWIDE ROUTE MODIFICATIONS

Features Appeared In:

Santa Fe New Mexican Feature

Santa Fe New Mexican Editorial

Los Alamos Monitor

Rio Grande Sun

Taos News

Mountain View Telegraph

Eldorado Vistas

EDITORIALS

SANTA FE NEW MEXICAN

92° Clear

HOME NEWS SPORTS OPINION PASATIEMPO MAGAZINES MULTIMEDIA LIFE CALENDAR REAL ESTATE SUBSCRIBE CLASSIFIEDS

Our View: Moving around just got easier

Print Font Size:

Recommend 0 Tweet 0 +1 0 Share 1

Posted: Thursday, March 12, 2015 7:00 pm

0 comments

Providing mass transit in areas as sparsely populated as Northern New Mexico is always challenging. Just not enough people to fill enough routes to make riding a bus or train convenient. But the North Central Regional Transit District isn't giving up, and adding new routes and a smartphone app will make choosing a Blue Bus easier.

Starting Monday, new routes are on tap, and commuters with smartphones will be able to track buses and arrival times through their phones. IPhone users can download the "myStop" app and an Android-based app is being developed. Bus tracking is possible from desktop computers, tablets or phones with Internet access, using bluebustracker.availtec.com. Now, commuters will get warning if the bus is late. Transit officials might think about taking the app on the road, perhaps in senior citizens centers to show how the app works.

New services include a Taos-to-Santa Fe morning and evening commuter bus, and a midday stop to serve commuters from Santa Fe to Edgewood and Eldorado, expanded stops in Los Alamos County and a midday connection from Los Alamos to Santa Fe. There will be a weekly connection from Tres Piedras to Taos and expanded five-day service from Chama to Española. (Now, if only Santa Fe can interest the transit district in to providing Blue Bus service from town to the Santa Fe ski area. That idea needs to be revisited before next year's ski season.)

YOUR VOTE (See Related Story)

Do you agree that City Council business should not be conducted after midnight?

When council meetings go late into the night, its members can suspend their regular rules to continue meeting beyond midnight. A new proposal would instead reconvene the council the following night.

Total Votes: 103

Yes, decisions shouldn't be made overnight.

No, get the decisions made, residents have a hard time making it to multi-day hearings.

I don't have a strong feeling either way.

Vote View Results

LATEST NEWS VIDEOS

AP Top Stories

AP

NEWSMINUT

TAOS EXPRESS

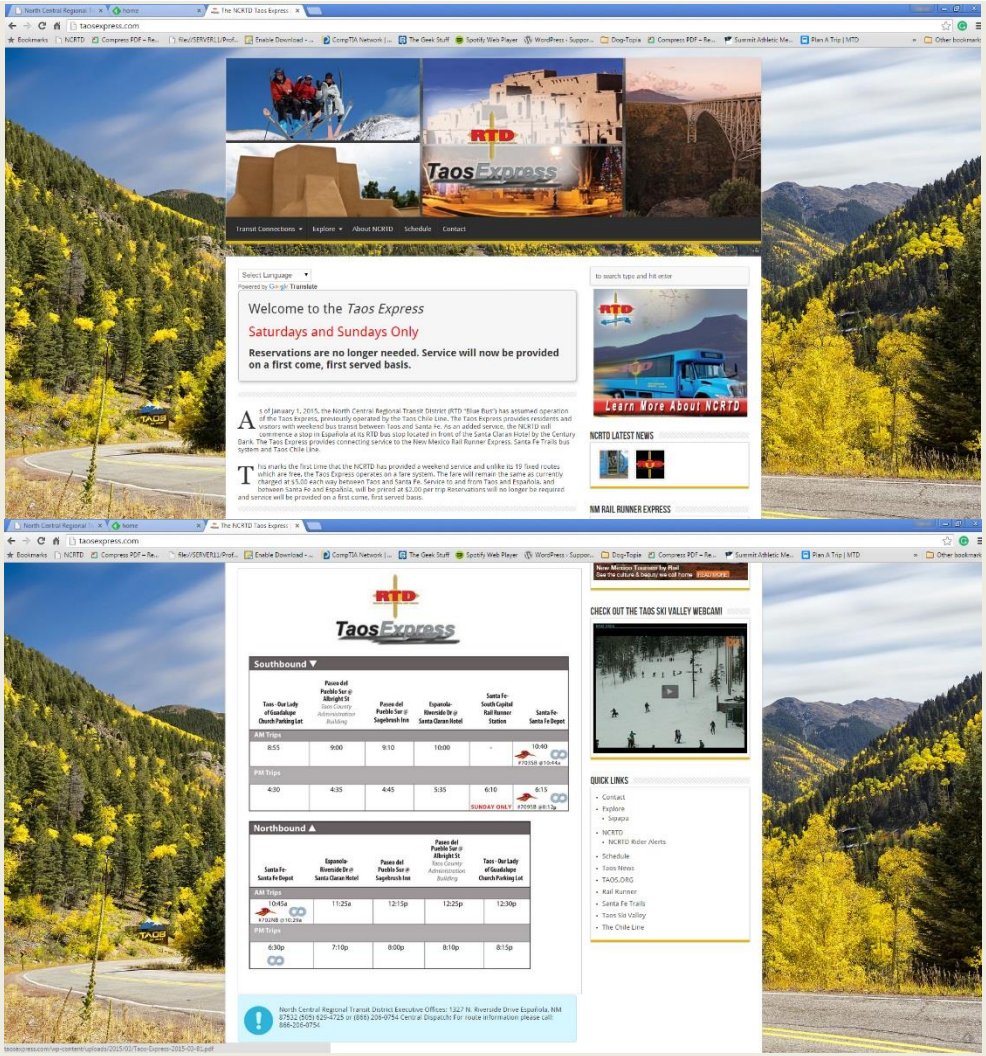
Re-Branding

RTD

SERVING NORTH CENTRAL NEW MEXICO

TaosExpress

TAOS EXPRESS WEBSITE



TAOS EXPRESS RACK CARD & SCHEDULE

Taos to Santa Fe

Now with a Stop in Española

Welcome to the Taos Express

Service is provided on a first come, first served basis.

$5.00 each way between Taos and Santa Fe. Service to and from Taos and Española, and between Santa Fe and Española, is priced at $2.00 per trip

Taos - Santa Fe	$5.00
Santa Fe - Taos	$5.00
Taos - Espanola*	$2.00
Santa Fe - Espanola*	$2.00

Continuning service will be charged an additional $3.00

Taos to Santa Fe

	Taos- Our Lady of Guadalupe Church Parking Lot	Taos- Paseo del Pueblo Sur @ Albright St- Taos County Administration	Taos- Paseo del Pueblo Sur @ Sagebrush Inn	Española- Riverside Dr. @ Santa Claran Casino	Santa Fe- South Capitol Rail Runner Station	Santa Fe- Santa Fe Depot On Montezuma Ave.
Fri.	4:30p	4:35p	4:45p	5:35p	6:10p #519SB @6:51p	6:15p #519SB @6:46p
Sat.	8:55a	9:00a	9:10a	10:00a	——	10:40a #703SB @10.44p
Sun.	4:30p	4:35p	4:45p	5:35p	6:10p *Sundays Only	6:15a #703SB @8:12p

Santa Fe to Taos

	Santa Fe- Santa Fe Depot On Montezuma Ave.	Española- Riverside Dr. @ Santa Claran Casino	Taos- Paseo del Pueblo Sur @ Sagebrush Inn	Taos- Paseo del Pueblo Sur @ Albright St- Taos County Administration	Taos- Our Lady of Guadalupe Church Parking Lot
Fri.	6:30p #512NB @6:51p	7:10p	8:00p	8:10p	8:15p
Sat.	10:45p #702NB @10:29a	11:25a	12:15p	12:25p	12:30p
Sun.	6:30p	7:10p	8:00p	8:10p	8:15p

Connection to Railrunner Connection to Santa Fe Trails Connection to Chile Line

Call: 866-206-0754 / 505-629-4725 Website: www.TaosExpress.com

About NCRTD

The North Central Regional Transit District (NCRTD) provides free bus service Monday through Friday to a service area that encompasses over 19,000 square miles of north central New Mexico including the counties of Los Alamos, Rio Arriba, Santa Fe and Taos; the Cities of Santa Fe and Española and the Towns of Taos and Edgewood as well as the Pueblos of Picuris, Ohkay Owingeh, Nambé, San Ildefonso, Santa Clara and Tesuque. The RTD "Blue Buses" provide scheduled transit connections to New Mexico Rail Runner, Santa Fe Trails, NMDOT Park & Ride, Los Alamos Atomic City Transit, Chile Line and Red River Pueblo Transit. All of the buses are equipped with bike racks and are ADA accessible. For more information on ADA services, road tribes and please call Ride the Blue Bus toll-free at 1 866 206 0754. The TaosExpress Bus Express provides weekend premium fare service between Taos, Española and Santa Fe.

Serving Persons with Disabilities

All vehicles are wheelchair accessible. For qualifying persons with disabilities NCRTD also provides an ADA paratransit service within the City of Española. In all other routes, the Blue Buses have a "kneeling" capability to allow ramp deployment needed for qualifying persons with disabilities. Persons ineligible for destination transportation services by persons will also still be able to board the fixed bus service.

Individuals who wish to be considered for this service will need to complete an application, have the information verified by a medical professional, and be certified by the RCRTD as ADA paratransit eligible. These steps can be time-consuming, so we ask to begin as early as possible (866) 206-0754 or visit our website at RideTheBlueBus.com.

The bus operators will assist any individual to get on or off the bus, but will not load or unload the individual's personal belongings or carry on items. If an individual needs assistance beyond this, he/she must be accompanied by a personal care attendant. Required personal care attendants ride free with the person they are assisting.

Title VI

The North Central Regional Transit District (NCRTD) is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 21, and all related regulations and directives. NCRTD assures that no person shall on the grounds of religion, race, color, national origin, gender, age, disability, income status or English proficiency be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity across any NCRTD program, facility or service.

The NCRTD will not discriminate on the basis of race, color or national origin in the delivery of service. To obtain more information on our nondiscrimination obligations or to file a Title VI complaint, contact in at: NCRTD, Executive Director, 1327 N Riverside Dr., Española, NM, 87532

CONOZCA sus derechos bajo el título de no discriminación del Título VI. Para información en español, llame al número 505-629-4725 o visite nuestra oficina en 1327 N Riverside Dr, Española, NM 87532

ENHANCING YOUR RIDING EXPERIENCE

The NCRTD "Blue Bus" is committed to providing a safe and comfortable experience. We kindly ask that for your benefit and that of your fellow passengers you respect the guidelines and rules outlined below so you can continue to enjoy the service.

FOR EVERYONE'S SAFETY:

- Vehicles are equipped with video and audio surveillance
- Please wear a seatbelt while the vehicle is in motion
- Children under the age of 10 must be accompanied by an adult or guardian
- We can carry only 2 bikes – bike racks are first come, first served*

OUT OF COURTESY FOR EACH OTHER:

- Please avoid playing music, this can be heard by others
- Please avoid talking loudly on your cell phone
- Appropriate clothing must be worn (shirt, pants/bottoms and shoes)
- We love Ride furry friends, however only service animals are allowed on the bus

WE TAKE PRIDE IN KEEPING OUR BUSES CLEAN FOR YOU! TO HELP US:

- Feed no sealed containers holiday, but eating is not permitted on the bus
- Only non-aromatic beverages in a sealed hard container can be consumed
- Please don't put your feet on your seat or back of the seat in front of you
- Please use trash receptacles on the bus and at the bus stops

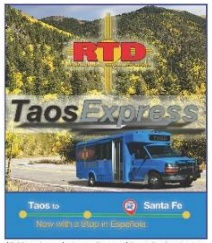
DRIVERS HAVE THE RESPONSIBILITY TO REFUSE SERVICE WHEN THEY SEE:

- Smoking on the bus
- Open alcohol or beverages
- Illegal drugs
- Offensive or threatening language
- Belligerent behavior
- Weapons

LOST ITEMS?

- While the NCRTD is not responsible for lost or stolen items, we encourage you to notify the RTD at 866.206.0754 to see if it has been turned in!
- Lost and found items are only kept for 30 days

For more information, please call 866-206-0754 or visit us online at: RidetheBlueBus.com



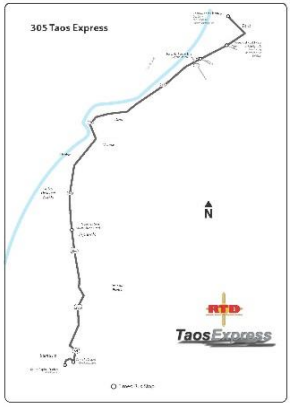
$5.00 each way between Taos and Santa Fe. Service to and from Taos and Española, and between Santa Fe and Española, is priced at $2.00 per trip

Service is provided on a first come, first served basis.

To Access the Blue Bus Tracker Please Scan QR Code or go to: www.RidetheBlueBus.com

North Central Regional Transit District
1327 N. Riverside Drive
Española, NM. 87532
866-206-0754
505-629-4725
RidetheBlueBus.com

RTD TaosExpress



Southbound ▼

Taos - Our Lady of Guadalupe Church Parking Lot	Paseo del Pueblo Sur @ Albright St Taos County Administration Building	Paseo del Pueblo Sur @ Sagebrush Inn	Española- Riverside Dr @ Santa Claran Hotel	Santa Fe- South Capitol Rail Runner Station	Santa Fe Santa Fe Depot
AM Trips					
8:55	9:00	9:10	10:00	-	10:40 #703SB @10:44a
PM Trips					
4:30	4:35	4:45	5:35	6:10 SUNDAY ONLY	6:15 #703SB @8:12p

Northbound ▲

Santa Fe Santa Fe Depot	Española- Riverside Dr @ Santa Claran Hotel	Paseo del Pueblo Sur @ Sagebrush Inn	Paseo del Pueblo Sur @ Albright St Taos County Administration Building	Taos- Our Lady of Guadalupe Church Parking Lot
AM Trips				
10:45a #702NB @10:29a	11:25a	12:15p	12:25p	12:30p
PM Trips				
6:30p	7:10p	8:00p	8:10p	8:15p

For Friday Taos Express Service, see 300 Taos Monday-Friday Schedule

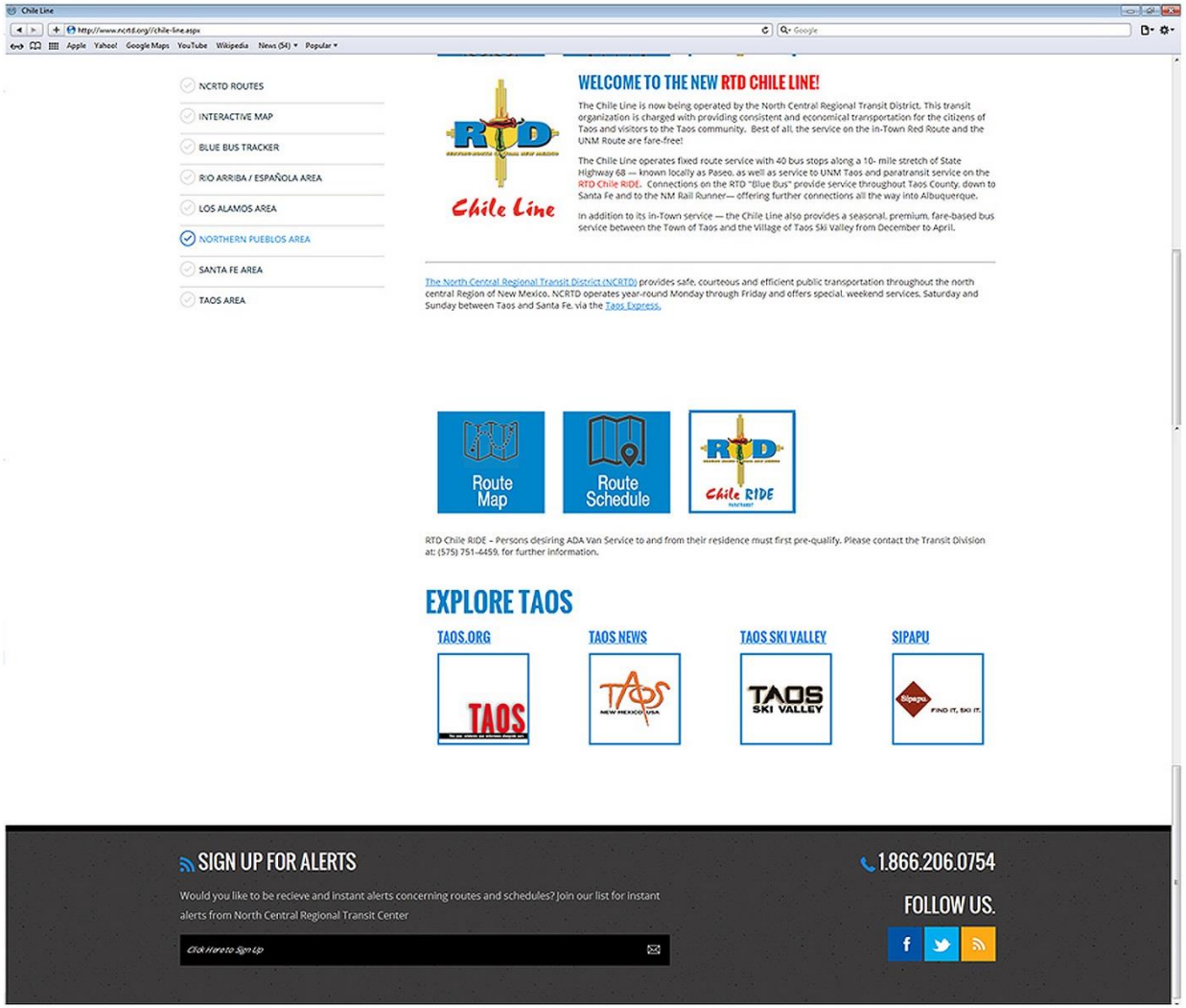
RTD CHILE LINE

Re-Branding

RTD
SERVING NORTH CENTRAL NEW MEXICO
Chile Line

RTD
SERVING NORTH CENTRAL NEW MEXICO
Chile RIDE
PARATRANSIT

CHILE LINE WEB PAGE


Chile Line
http://www.ncrtd.org//chile-line.aspx
Apple Yahoo! Google Maps YouTube Wikipedia News (54) Popular
NCRTD ROUTES
INTERACTIVE MAP
BLUE BUS TRACKER
RIO ARRIBA / ESPAÑOLA AREA
LOS ALAMOS AREA
NORTHERN PUEBLOS AREA
SANTA FE AREA
TAOS AREA
WELCOME TO THE NEW RTD CHILE LINE!
The Chile Line is now being operated by the North Central Regional Transit District. This transit organization is charged with providing consistent and economical transportation for the citizens of Taos and visitors to the Taos community. Best of all, the service on the in-Town Red Route and the UNM Route are fare-free!
The Chile Line operates fixed route service with 40 bus stops along a 10- mile stretch of State Highway 68 — known locally as Paseo, as well as service to UNM Taos and paratransit service on the RTD Chile RIDE. Connections on the RTD "Blue Bus" provide service throughout Taos County, down to Santa Fe and to the NM Rail Runner— offering further connections all the way into Albuquerque.
In addition to its in-Town service — the Chile Line also provides a seasonal, premium, fare-based bus service between the Town of Taos and the Village of Taos Ski Valley from December to April.
The North Central Regional Transit District (NCRTD) provides safe, courteous and efficient public transportation throughout the north central Region of New Mexico. NCRTD operates year-round Monday through Friday and offers special, weekend services, Saturday and Sunday between Taos and Santa Fe, via the Taos Express.
Route Map
Route Schedule
Chile RIDE
RTD Chile RIDE – Persons desiring ADA Van Service to and from their residence must first pre-qualify. Please contact the Transit Division at: (575) 751-4459, for further information.
EXPLORE TAOS
TAOS.ORG
TAOS NEWS
TAOS SKI VALLEY
SIPAPU
SIGN UP FOR ALERTS
Would you like to be recieve and instant alerts concerning routes and schedules? Join our list for instant alerts from North Central Regional Transit Center
Click Here to Sign Up
1.866.206.0754
FOLLOW US.

CHILE LINE ROUTE BROCHURE

RTD Chile Line

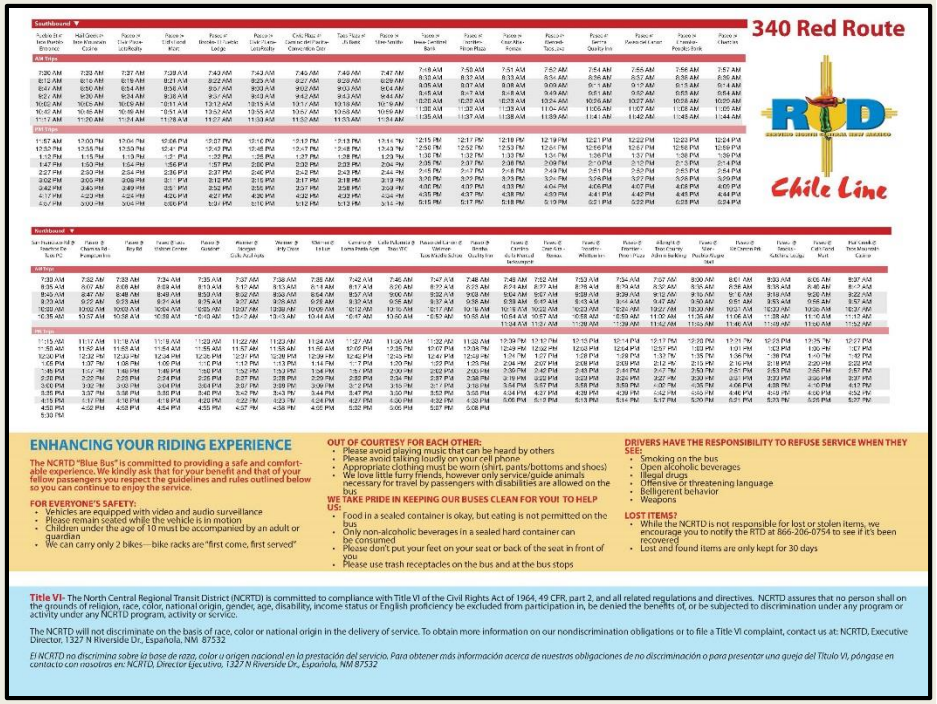
340 Red Route

Chile Line

RTD Taos Chile Line
1032 Dea Lane, Taos, NM 87571
575.751.4459

www.RidetheBlueBus.com

Route and schedule information updated June, 26 2015


340 Red Route
Chile Line
ENHANCING YOUR RIDING EXPERIENCE
The NCRTD "Blue Bus" is committed to providing a safe and comfortable experience. We kindly ask that for your benefit and that of your fellow passengers you respect the guidelines and rules outlined below so you can continue to enjoy the service.
FOR EVERYONE'S SAFETY:
Vehicles are equipped with video and audio surveillance
Please remain seated while the vehicle is in motion
Children under the age of 10 must be accompanied by an adult or guardian
We can carry only 2 bikes—bike racks are "first come, first served"
OUT OF COURTESY FOR EACH OTHER:
Please avoid playing music that can be heard by others
Please avoid talking loudly on your cell phone
Appropriate clothing must be worn (shirt, pants/bottoms and shoes)
We love little furry friends, however only service/guide animals necessary for travel by passengers with disabilities are allowed on the bus
WE TAKE PRIDE IN KEEPING OUR BUSES CLEAN FOR YOU! TO HELP US:
Food in a sealed container is okay, but eating is not permitted on the bus
Only non-alcoholic beverages in a sealed hard container can be consumed
Please don't put your feet on your seat or back of the seat in front of you
Please use trash receptacles on the bus and at the bus stops
DRIVERS HAVE THE RESPONSIBILITY TO REFUSE SERVICE WHEN THEY SEE:
Smoking on the bus
Open alcoholic beverages
Illegal drugs
Offensive or threatening language
Belligerent behavior
Weapons
LOST ITEMS?
While the NCRTD is not responsible for lost or stolen items, we encourage you to notify the RTD at 866-206-0754 to see if it's been recovered
Lost and found items are only kept for 30 days
Title VI- The North Central Regional Transit District (NCRTD) is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. NCRTD assures that no person shall on the grounds of religion, race, color, national origin, gender, age, disability, income status or English proficiency be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any NCRTD program, activity or service.
The NCRTD will not discriminate on the basis of race, color or national origin in the delivery of service. To obtain more information on our nondiscrimination obligations or to file a Title VI complaint, contact us at: NCRTD, Executive Director, 1327 N Riverside Dr., Española, NM 87532
El NCRTD no discrimina sobre la base de raza, color u origen nacional en la prestación del servicio. Para obtener más información acerca de nuestras obligaciones de no discriminación o para presentar una queja del Título VI, póngase en contacto con nosotros en: NCRTD, Director Ejecutivo, 1327 N Riverside Dr., Española, NM 87532

CHILE LINE LAUNCH

CHILE LINE LAUNCH

Advertising

Taos News
¼ Page Ad

Taos News Service
Directory

Taos News Online
Digital Ad

CHILE LINE LAUNCH

Features Appeared In

Passenger Transport Magazine (Front Page)

Mass Transit

Round the Roundhouse

Taos News

Los Alamos Daily Post

Valley Daily Post

PASSENGER
ransport

IC TRANSPORTATION NEWS AND ANALYSIS

MONDAY, JULY 13, 2015 | VOLUME 73, NO. 14

oners Will
a Local' This Year

increase, public transit systems not only serve as a reliable and affordable way to get around but provide a great way for visitors to experience the local flavor of a community and all that it has to offer," said APTA President & CEO Michael Melaniphy. "In addition, our industry's use of smart phone apps and other tools help visitors easily navigate a city that is new to them."

New York City is the most popular urban travel destinations for 2015, followed by Chicago, Los Angeles, Atlanta and Las Vegas. APTA is offering insider guides for some of the top city destinations, available at www.publictransportation.org.

TRAVEL SURVEY CONTINUED ON PAGE 9

White House Conference

New Services Introduced In Three States

Three public transportation agencies recently introduced new services: SouthWest Transit's (SWT) SouthWest Prime, which began July 6 in Eden Prairie, MN; the "RTD Chile Line" in Taos, NM, which the North Central Regional Transit District (NCRTD) in Española, NM, took over from the town on July 1; and the Current, Link Transit's three fare-free routes operating with battery-electric trolleys and propane-powered cutaway buses in Wenatchee, WA, which opened July 3.

The New Mexico service, previously known as the "Taos Chile Line," has been rebranded "RTD Chile Line" under an agreement between NCRTD and the town. Taos transfers all of the town's public transit assets to the district, including vehicles, storage and maintenance facilities and 14 full- and part-time employees.

"We're very excited to see this come to fruition," said Taos Mayor and NCRTD Chair Daniel R. Barrone. "We project that the consolidation of public transit services between the town and the NCRTD will result in a retained cost savings for the town of approxi-

Representatives of NCRTD and the town of Taos met outside the Taos Town Hall to mark the district assuming responsibility for the Taos Chile Line. From left: David Harris, transit bureau chief, New Mexico DOT; Daniel R. Barrone, Taos mayor and NCRTD chair; Miguel Chavez, NCRTD vice chair and Santa Fe County commissioner; and NCRTD Executive Director Anthony Mortillaro.

One of the vehicles in SWT's new SouthWest Prime service.

PRINT ADVERTISING

On-Going Advertising Programs

Rio Grande Sun

Los Alamos Monitor

Taos News

Santa Fe New Mexican

Greenfire Times

PRINT ADVERTISING

Additional Ads Appear in:

Round the Roundhouse

Chama Valley Times

Edgewood Independent

Rio Arriba County Fair Program

RADIO ADVERTISING

KDCE – Española

KSWV – Santa Fe

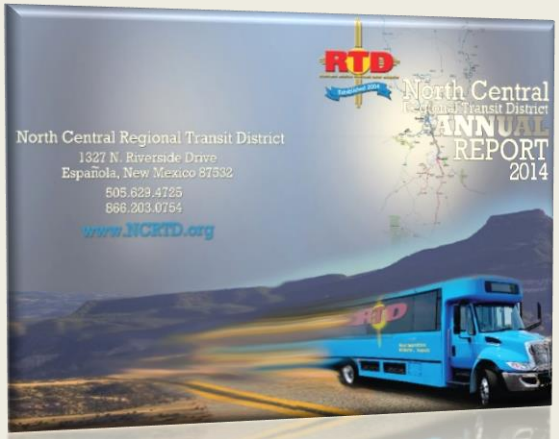
KBAC/Hutton – Santa Fe

KTAO – Taos

KXMT/DMC - Taos

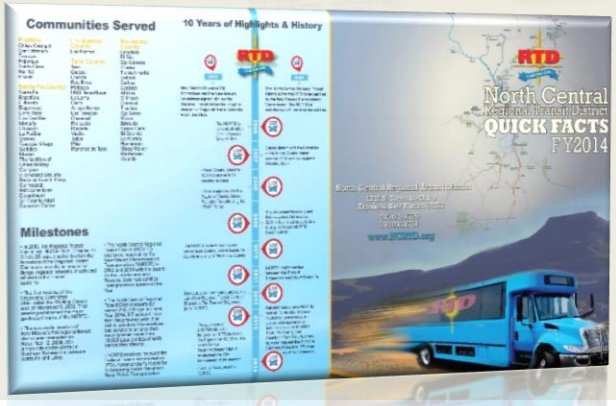
NCRTD PUBLICATIONS

Annual Report FY2014



Blue Bus Times

Quick Facts 2014-2015



TOURISM RACK CARDS

Ojo Caliente
FARE-FREE BUS SERVICE
MONDAY - FRIDAY
FROM SANTA FE TO OJO CALIENTE & BACK
Ojo Caliente, New Mexico...
Download the Blue Bus Tracker "myStop" app or go online to: RidetheBlueBus.com today.

Visit www.RidetheBlueBus.com for:
Santa Fe to Ojo Caliente
• Depart Sheridan Street Transit Center, in Santa Fe on RTD 220 Tesuque route bus at 11:59am
Arrive at the Española Transit Center at 12:56pm
• Depart on RTD 180 El Rito bus at 1:00pm
Arrive at Ojo Caliente Mineral Springs at 1:30pm
Ojo Caliente to Santa Fe
• Depart Ojo Caliente on RTD 180 El Rito bus at 5:56pm
Arrive Española Transit Center 6:26pm
TRANSFER to NMDOT Park & Ride... Red Route
Fare: $2.00
• Departing at 6:30pm
Arrive at State Capitol at 7:17pm

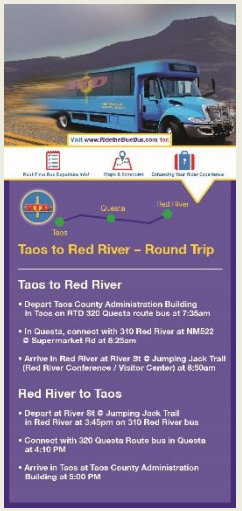
MADRID
FARE-FREE BUS SERVICE
MONDAY - FRIDAY
FROM SANTA FE TO MADRID & BACK
Come experience the unique village of Madrid!
Download the Blue Bus Tracker "myStop" app or go online to: RidetheBlueBus.com today.

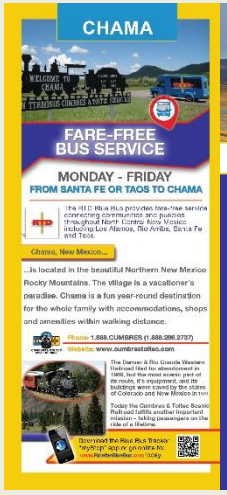
Visit www.RidetheBlueBus.com for:
Day Trip from Santa Fe to Madrid – Round Trip
From Downtown Santa Fe or Cerrillos Hotel Corridor
• Take the #2 Cerrillos Santa Fe Trails bus to Santa Fe Place Mall
• Transfer onto RTD Route 270 Turquoise Trail bus at 10:45am
• Arrive at NM14 @ Mineshaft Tavern in Madrid at 11:26am
From Madrid, back to Downtown Santa Fe or Cerrillos Hotel Corridor
• Depart NM14 @ Mineshaft Tavern on RTD 270 Turquoise Trail bus at 5:23pm
*(5:53pm on Wednesdays)
• Arrive at Santa Fe Place Mall at 6:05pm
*(6:35pm on Wednesdays)
• Take the #2 Cerrillos Santa Fe Trails bus back up Cerrillos to downtown Santa Fe

CHIMAYO
FARE-FREE BUS SERVICE
MONDAY - FRIDAY
FROM SANTA FE TO CHIMAYO & BACK
Chimayo, New Mexico...
Download the Blue Bus Tracker "myStop" app or go online to: RidetheBlueBus.com today.

Visit www.RidetheBlueBus.com for:
Day trip to El Santuario de Chimayo from Santa Fe - Round trip
Santa Fe to Chimayo
• Depart Sheridan St. Transit Station, Santa Fe on route 200 Santa Fe at 9:15am
• Arrive at Española Transit Center at 10:00am
• Depart Española Transit Center on route 150 Chimayo at 10:00am
• Arrive in Chimayo at 10:24am
Chimayo to Santa Fe
• Depart El Santuario de Chimayo on route 150 Chimayo to Española at 12:30pm
• Arrive at Española Transit Center at 12:54pm
• Depart Española Transit Center on route 200 Santa Fe at 1:00pm
• Arrive Sheridan St. Transit Center, Santa Fe at 1:36pm
FUN FACT!

RED RIVER
FARE-FREE BUS SERVICE
MONDAY - FRIDAY
FROM TAOS TO RED RIVER & BACK
Red River, New Mexico...
Download the Blue Bus Tracker "myStop" app or go online to: RidetheBlueBus.com today.


Visit www.RidetheBlueBus.com for:
Taos to Red River – Round Trip
Taos to Red River
• Depart Taos County Administration Building in Taos on RTD 320 Questa route bus at 7:35am
• In Questa, connect with 310 Red River at NM522 @ Supermarket Rd at 8:25am
• Arrive in Red River at River St @ Jumping Jack Trail (Red River Conference / Visitor Center) at 8:50am
Red River to Taos
• Depart at River St @ Jumping Jack Trail in Red River at 3:45pm on 310 Red River bus
• Connect with 320 Questa Route bus in Questa at 4:10 PM
• Arrive in Taos at Taos County Administration Building at 5:00 PM


CHAMA
FARE-FREE BUS SERVICE
MONDAY - FRIDAY
FROM SANTA FE OR TAOS TO CHAMA
Chama, New Mexico...
Download the Blue Bus Tracker "myStop" app or go online to: RidetheBlueBus.com today.

Visit www.RidetheBlueBus.com for:
Santa Fe to Chama
• Depart on NM Park & Ride Red Route from the State Capitol in the parking lot of Old Santa Fe Trail and Paseo de Peralta at 7:05 AM (Cost $2.00)
Arrive at the Española Transit Center at 7:53 AM
• Depart on RTD 190 Chama at 8:00 AM
Arrives Chama Rail Station 9:40 AM
Chama to Santa Fe
• Depart Chama 3:50 PM on RTD 190 Chama
Arrive Española Transit Center 5:19 PM
• Depart Transit Center on NM Park & Ride Red Route at 5:27 PM (Cost $2.00)
Arrive Santa Fe at State Capitol at 6:14 PM
The Chama bus also includes stops in Abiquiu and at Ghost Ranch
Taos to Chama
• Depart on RTD 320 Taos from Taos County Administration Building at 5:55 AM or 8:00 AM
Arrive at Española Transit Center at 8:50 AM or 9:35 AM
• Depart on RTD 190 Chama bus from Española Transit Center at 8:00 AM or 10:20 AM
Arrives Chama Rail Station 9:40 AM or 12:16 PM
Chama to Taos
• Depart Chama Rail Station at 12:55 PM or 3:30 PM on RTD 190 Chama
Arrive Española Transit Center at 2:10 PM or 5:16 PM
• Depart RTD 300 Taos from Transit Center at 2:36 PM or 5:30 PM
Arrive at Taos County Administration Building at 3:56 PM or 7:05 PM

NCRTD EVENTS

RTD
SERVING NORTH CENTRAL NEW MEXICO
Established 2004

NCRTD
CELEBRATES 10th
ANNIVERSARY

COMMUNITY EVENTS

Taos Trunk or Treat (Pictured)

Smith's Job Fair

Los Alamos Winterfest

Española Holiday Lights Parade

Santa Fe Chamber Legislative Reception

Transportation Day at the State Legislature

Madrid 4th of July Parade

COMMUNITY EVENTS

2014
Los Alamos
Winterfest Parade

NCRTD
Second Place Winner

RTD TAKES SECOND PLACE AT LOS ALAMOS WINTERFEST!
LOS ALAMOS DAILY POST
Los Alamos News at Lightning Speed
LANB
Experienced Lenders
EGOLF + FERLIC + DAY
2014 Winterfest Holiday Lights Parade Winners Picked
Electric Rate Increase & Restructure
Public Hearing
County Council
1000 Central Ave, Los Alamos, NM
Council Chambers
ADC Builders
Kitchen & Bath Design
Cabinets & Counter Tops
Call 505-490-3107 or 672-3007
Visit our showroom at
212 DP Rd. Los Alamos

UPCOMING AD PROGRAMS

Ad Campaigns for FY2016

- Launching Digital Advertising Campaign
- Mountain Trail Route Santa Fe Campaign
- Five Reasons to Ride the RTD
- Your Destination Is Easier Than You Think
- I Ride The RTD
- RTD Chile Line Campaign (Taos)

DIGITAL ADVERTISING

Ad Taxi

Google Search
Facebook

Taos News Online

Google Search
Service Directory Ad (Print)

Santa Fe Hometown News

SantaFe.com

Los Alamos Daily Post

Valley Daily Post

UPCOMING AD PROGRAMS

Mountain Trail Ad/ Marketing Program

Stakeholders and Community Meetings

Kick-Off Event To Be Held

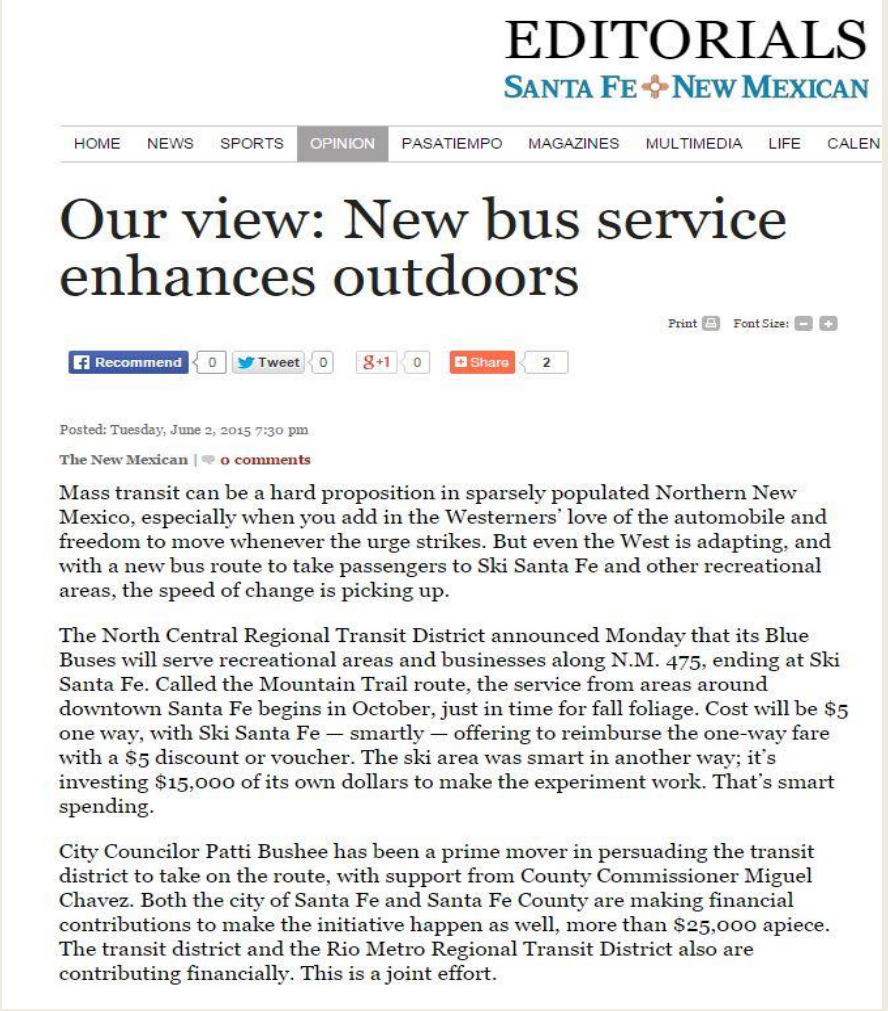
Collaboration with Rail Runner

Positive Media Support

Web Presence

Sponsorship Programs

- **Sign Sponsorship**
- **On-Bus Commercial Spots**
- **Bus Interior Advertising**
- **Bus Wraps**
- **NCRTD Web Advertising**



EDITORIALS

SANTA FE NEW MEXICAN

HOME NEWS SPORTS OPINION PASATIEMPO MAGAZINES MULTIMEDIA LIFE CALEN

Our view: New bus service enhances outdoors

Print Font Size:

Recommend 0 Tweet 0 +1 0 Share 2

Posted: Tuesday, June 2, 2015 7:30 pm

The New Mexican | 0 comments

Mass transit can be a hard proposition in sparsely populated Northern New Mexico, especially when you add in the Westerners' love of the automobile and freedom to move whenever the urge strikes. But even the West is adapting, and with a new bus route to take passengers to Ski Santa Fe and other recreational areas, the speed of change is picking up.

The North Central Regional Transit District announced Monday that its Blue Buses will serve recreational areas and businesses along N.M. 475, ending at Ski Santa Fe. Called the Mountain Trail route, the service from areas around downtown Santa Fe begins in October, just in time for fall foliage. Cost will be $5 one way, with Ski Santa Fe — smartly — offering to reimburse the one-way fare with a $5 discount or voucher. The ski area was smart in another way; it's investing $15,000 of its own dollars to make the experiment work. That's smart spending.

City Councilor Patti Bushee has been a prime mover in persuading the transit district to take on the route, with support from County Commissioner Miguel Chavez. Both the city of Santa Fe and Santa Fe County are making financial contributions to make the initiative happen as well, more than $25,000 apiece. The transit district and the Rio Metro Regional Transit District also are contributing financially. This is a joint effort.

UPCOMING AD PROGRAMS

Mountain Trail Branding

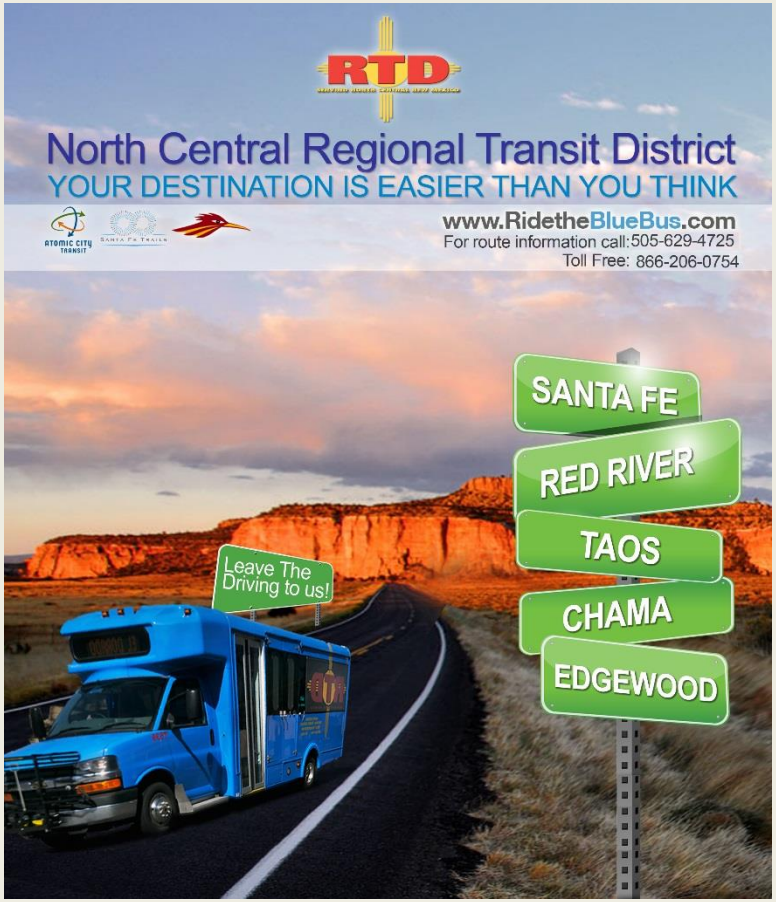
UPCOMING AD PROGRAMS

Five Reasons To Ride the RTD

5 Reasons to Ride The RTD
$ave & Ride
Work & Ride
Text & Ride
Read & Ride
Sleep & Ride
Do your part and ride...
But Leave the Driving to us!
NORTH CENTRAL REGIONAL TRANSIT DISTRICT
For route information please call or visit:
866-206-0754 or www.RidetheBlueBus.com

UPCOMING AD PROGRAMS

Your Destination Is Easier Than You Think:
Leave The Driving To Us



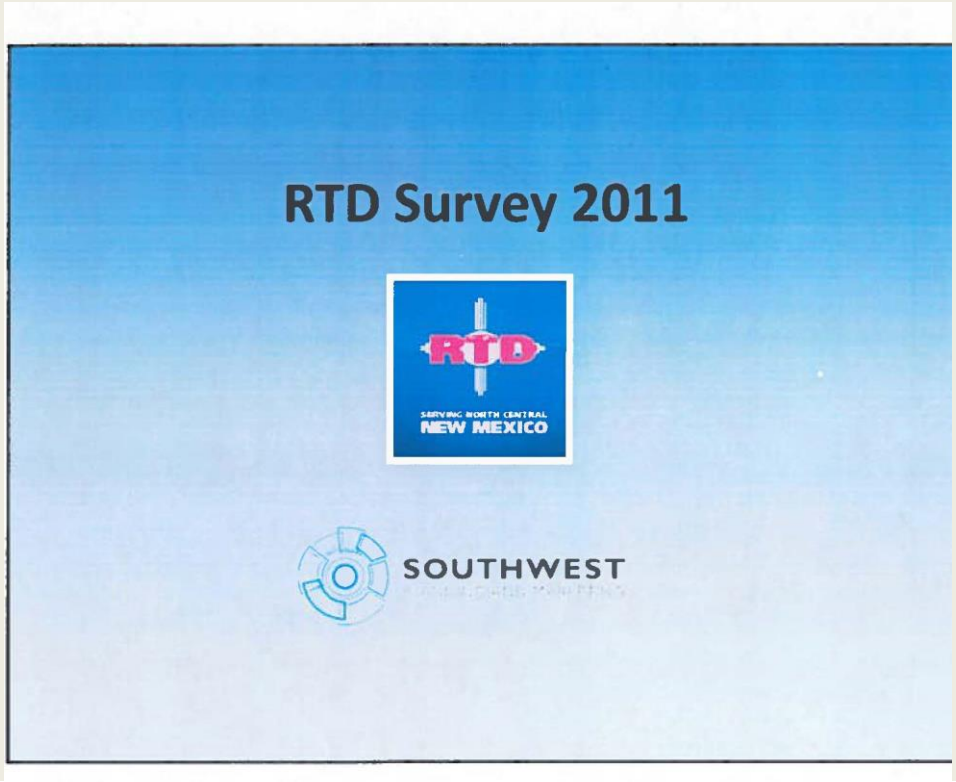
COMMERCIAL/VIDEO SPOTS

Produce Commercial
Cable/DirecTV Spots

How-To Ride Video for
NCRTD.org and YouTube

2015 RIDER SURVEY

This Fall Will Conduct a New RTD Rider Survey!



Agenda Report
NCRTD Board of Directors Meeting
Meeting Date: August 7, 2015

Agenda Item – D

Title: Discussion and consideration of adoption of Resolution No. 2015-21 adopting the FY 16 Service Plans from the City of Santa Fe and Los Alamos County and acknowledging the Service Plan from the County of Santa Fe.

Prepared By: Anthony J. Mortillaro, NCRTD Executive Director

Summary: To discuss and consider for adoption the annual service plans for regional routes from the City of Santa Fe and Los Alamos County.

Background: Pursuant to the adopted Financial Policies of the District and the ballot initiative, Regional Transit (RT) Gross Receipts Tax (GRT) is to be used to expand regional public transit in the four county areas. Furthermore, the Financial Policies indicate that RT GRT revenues should be used to implement service plans approved by Board adopted resolution. The Financial Policies when adopted included the definition of when a regional route is considered to be eligible for funding by RT GRT. The only two member entities that operate their own transit system and provide routes that meet the definition of regional routes as defined in the Financial Policies are the City of Santa Fe and Los Alamos County. The attached resolutions submitted by these entities requests that RT GRT be provided for those same routes that have been deemed to meet the definition of regional in prior years. No expansion routes are requested by either entity. However, the City of Santa Fe did remove the Santa Fe Pick Up from the regional funding eligibility due to route changes that no longer comply with the definition of regional services. The funding allocation that was utilized to determine the amount of RT GRT that would be available in FY 2016 for allocation to these two entities was premised upon the same approved allocation method for RT GRT Revenues used in prior years and as adopted by the Board and incorporated into the Financial Policies.

The County of Santa Fe also adopted a transit service plan by Board of Commissioners resolution and which is attached hereto. Although the County is not required to adopt such a plan, since the RTD is the regional service planning entity and the provider of services for all of its member counties with the exception of transit planning for those entities that provide their own transit services. The adoption of this transit plan allows the County to convey to the District Board its confirmation of the existing RTD routes within Santa Fe County and express its desire for additional service. In the Santa Fe County resolution they have indicated support for Route 299 La Cienega/Las Golondrinas and the Mountain Trail Route pilots. The FY 16 budget includes funds for both of these pilots. In addition, the May 28, 2015 Santa Fe County conveyance letter provides additional Commission input.

Recommended Action: It is recommended that the Board discuss and consider approval of Resolution No. 2015-21

Options/Alternatives: The Board may consider the following options/alternatives:

1. Take no action; or
2. Adoption of the recommendation; or
3. Provide further direction in relation to adoption of the service plans and then take action to adopt the resolution.

Fiscal Impact: The fiscal impact of adoption of the City of Santa Fe service plan and the Los Alamos County service plan for the provision of regional services is $2,347,190 which is $32,096 more than FY 15. Individually the District would compensate the City a total of $966,490 and Los Alamos County a total of $1,380,700 in FY 16. Costs associated with the funded routes in the County of Santa Fe provided by the District are integrated into the consolidated budget which also provides for routes in Rio Arriba County, Taos County and Los Alamos County. These funds have been budgeted and utilize a combination of GRT, Federal and Los Alamos County contributions. The Fiscal Year 2016 budget provided funded for all existing routes and several new pilot routes.

Attachments:

- NCRTD Board Resolution No. 2015-21
- City of Santa Fe Resolution No. 2015-59
- Los Alamos County FY 16 Service Plan
- County of Santa Fe Resolution No. 2015-76 and attachments

North Central Regional Transit District (NCRTD)

Resolution 2015-21

Adoption of the FY16 Annual Service Plan submitted by the City of Santa Fe and Los Alamos County Providing for Specific Regional Routes Funded by NCRTD Regional Transit Gross Receipts Tax (RTGRT)

WHEREAS, the NCRTD was created through legislative enactment (chapter 65, signed March 21, 2003); and,

WHEREAS, the NCRTD is a sub-division of the State of New Mexico; and,

WHEREAS, the NCRTD was approved and certified by the New Mexico Department of Transportation Commission September 14, 2004; and,

WHEREAS, the NCRTD was created by agreement between the City of Española , Los Alamos County, Pojoaque Pueblo, Rio Arriba County, San Ildefonso Pueblo, San Juan Pueblo, Santa Clara Pueblo, the City of Santa Fe, Santa Fe County, Taos County and Tesuque Pueblo; and,

WHEREAS, the NCRTD Financial Policies Adopted by Board Resolution No. 2011-10 on November 4, 2011provide a definition of regional services which if approved by the Board of Directors and if recurring funds are available may be funded by the allocation of NCRTD RTGRT; and,

WHEREAS, the NCRTD Financial Policies require that service plans from member entities that provide transit services and which have routes that will expand existing regional routes or add new regional routes must submit their Transit Service Plan and the proposed regional routes to be funded by NCRTD RTGRT to the Board of Directors for approval; and,

WHEREAS, the City of Santa Fe and Los Alamos County operate their own transit systems and have had prior review and approval of the regional service routes contained in their transit service plans for FY 10, 11, 12, 13, 14 and 15 ; and,

WHEREAS, the NCRTD Board of Directors approved on March 4, 2011 the standardization of the cost allocation methodology which is a nationally recognized method for

determining administrative and operating costs associated with the delivery of transit routes and which is utilized by the City of Santa Fe, Los Alamos County and the NCRTD; and,

WHEREAS, the NCRTD Board of Directors adopted Resolution No. 2013-04 on March 1, 2013 amending its Financial Policies to incorporate a formula for the annual allocation of RTGRT for existing regional services it approves on an annual basis; and

WHEREAS, the NCRTD Board of Directors has adopted a Fiscal Year 2016 budget utilizing the annual allocation formula for the apportionment of NCRTD RTGRT in the amount of $966,490 for existing City of Santa Fe provided routes that have been deemed to meet the definition of regional services and which are incorporated into adopted City of Santa Fe Resolution No. 2015-59 Regional Service Transit Plan; and,

WHEREAS, the NCRTD Board of Directors has also allocated in its Fiscal Year 2016 budget utilizing the annual allocation formula for the apportionment of NCRTD RTGRT in the amount of $1,380,700 for existing Los Alamos County provided routes that have been deemed to meet the definition of regional services, except that the District will only reimburse Los Alamos County for the percentage of late night (7 PM to 9 PM) dial-a-ride services that are associated with connecting and utilizing NM Park and Ride and which are incorporated into the Los Alamos County adopted 2016 Service Transit Plan; and,

WHEREAS, the NCRTD Board of Directors requires that Atomic City Transit and Santa Fe Trails whom are recipients of regional services funding provide acknowledgement and notice to their patrons utilizing the regional transit routes and services funded with NCRTD RTGRT ongoing prominent signage of the source of funding for these services in a fashion acceptable to the NCRTD Executive Director or his Designee; and,

WHEREAS, the NCRTD Board of Directors acknowledges adopted Santa Fe County Resolution No. 2015-76 and their conveyance letter submitting their recommended transit service plan to the North Central Regional Transit District which is inclusive of existing NCRTD provided routes servicing Santa Fe County; and,

WHEREAS, the NCRTD's 2014 adopted Five (5) Year Service Plan identifies routes to be provided by the District and future routes to be provided when sufficient recurring revenues are available; and,

WHEREAS, the NCRTD Board adopted resolution No. 2009-13 provides the standards and practices for the implementation of new service routes to be operated by the District; and,

WHEREAS, the NCRTD Board of Directors in adoption of its Fiscal Year 2016 budget has provided funding from various revenue sources for the provision of and continuation of all existing routes and trial routes provided by the NCRTD serving the Counties of Santa Fe, Rio Arriba, Taos and Los Alamos; and,

NOW THEREFORE BE IT RESOLVED BY THE NCRTD THAT THE BOARD OF DIRECTORS APPROVES THE REGIONAL SERVICE PLANS FOR FISCAL YEAR 2016 AS SUBMITTED BY THE CITY OF SANTA FE AND LOS ALAMOS COUNTY AND ACKNOWLEDGES THE TRANSIT SERVICE PLAN AND REQUESTS SUBMITTED BY SANTA FE COUNTY.

PASSED, APPROVED, AND ADOPTED BY THE GOVERNING BODY OF THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT ON THIS 7TH DAY OF AUGUST, 2015.

_____
Daniel Barrone, Chairman

Approved as to form:

_____
Peter Dwyer, Counsel

CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2015-59

INTRODUCED BY:

Councilor Patti Bushee

A RESOLUTION

ENDORSING THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT'S FY2016 BUDGET PROPOSAL, APPROVING THE FY2016 CITY OF SANTA FE REGIONAL TRANSIT PLAN, AND DIRECTING STAFF TO SUBMIT THE CITY OF SANTA FE REGIONAL TRANSIT PLAN FOR FY2016 TO THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT BOARD OF DIRECTORS FOR CONSIDERATION AND APPROVAL.

WHEREAS, the North Central Regional Transit District ("NCRTD") was created in 2004 by agreement between the City of Espanola, Los Alamos County, Pojoaque Pueblo, Rio Arriba County, San Ildefonso Pueblo, San Juan Pueblo, Santa Clara Pueblo, the City of Santa Fe, Santa Fe County and Tesuque Pueblo; and

WHEREAS, NCRTD Resolution 2008-14 states that "in order to create a truly effective and efficient regional transit system that cooperatively and equitably serves north central New Mexico, the NCRTD believes that the City of Santa Fe should be a member of the District"; and

WHEREAS, as a result of City of Santa Fe Resolution 2008-87, the City of Santa Fe joined the NCRTD and soon thereafter expanded City delivered transit services to provide connecting

transportation to and from the Rail Runner, through funding made available by the NCRTD; and

WHEREAS, the City's expanded services include:

- Santa Fe Trails Route 22, serving the New Mexico 599 Rail Runner station as well as Rancho Viejo and Santa Fe Community College;
- Santa Fe Trails Routes 2 and 4, serving inbound and outbound Rail Runner trains at South Capitol station;
- Additional enhanced, or "special service", provided to accommodate visitors and residents alike, and meet increased demand for Rail Runner transfers, on Folk Art Market, Spanish Market, and Indian Market weekends, as well as annual community celebrations of Zozobra and the Canyon Road Farolito Walk; and

WHEREAS, the existing services provided by Santa Fe Trails have been deemed to meet the definition of regional services as adopted by the NCRTD Board and incorporated into its financial policies as amended on November 4, 2011 by Board Resolution No. 2011-10; and

WHEREAS, the NCRTD has identified funding in their FY2016 budget proposal to keep the aforementioned regional services, operated by the City, funded and running through FY2016; and

WHEREAS, the NCRTD will reimburse the City for said regional transit services, upon receipt of invoices for service delivered, up to a FY2016 total of $966,490.00.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE that the Governing Body hereby endorses the proposed FY2016 NCRTD budget that continues to fund regional transit services, as identified above, that the City of Santa Fe currently provides on behalf of the NCRTD, and that the aforementioned routes compose and are approved as the City of Santa Fe Regional Transit Plan for FY2016, and upon approval by the NCRTD Board of Directors, is incorporated in the NCRTD service plan.

PASSED, APPROVED, and ADOPTED this 24th day of June, 2015.

JAVIER M. GONZALES, MAYOR

ATTEST:

YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:

KELLEY A. BRENNAN, CITY ATTORNEY

M/Legislation/Resolutions 2015/2015-59 NCRTD Transit Plan

Los Alamos County (LAC) FY16 Service Plan
Submitted to the North Central Regional Transit District (NCRTD) for the Distribution of Transit Gross Receipts Tax

Submitted Tuesday, June 16, 2015

Continuation of Existing NCRTD Funded Routes		**FY16 Cost Estimates**
AM & PM Peak Services (Park & Ride & White Rock Linked)	$	581,162
Note: Adds a second trip per hour to Routes 3, 4, 5, & 6 during Peak AM & PM commute times, for a total of 30 extra transit runs per day.		
Late Night Dial-a-Ride Service - Connects to NM Park and Ride	$	66,592
Route 2 Los Alamos to White Rock (Park & Ride, Wt Rock, NCRTD Linked)	$	693,163
Route 11 Afternoon Express (White Rock to Los Alamos)	$	55,453
Continuation of Existing NCRTD Routes:	**$**	**1,396,370**
LAC FY16 Billable Capital		
A combination of Local Share of Grant Capital Awards (Vehicles, Bus Shelters & Bus Stops, ITS System), Upgrades to Existing Bus Camera System, & Bus Shelters/Bus Stop Improvements	**$**	**250,000**
FY16 ESTIMATED BILLABLE:	**$**	**1,646,370**
FY16 NCRTD GRT BUDGETED FOR LAC:	$	1,380,700
Estimated Amount Underfunded in FY16:	$	(265,670)

Notes: Cost of routes and capital listed are estimates. Routes will be billed on a quarterly basis using the Allocated Cost Method, which allocates actual expenses by actual miles, hours, and vehicles. Actual costs of capital will be billed on a quarterly basis.

Henry Roybal
Commissioner, District 1

Miguel M. Chavez
Commissioner, District 2

Robert A. Anaya
Commissioner, District 3

Kathy Holian
Commissioner, District 4

Liz Stefanics
Commissioner, District 5

Katherine Miller
County Manager

May 28, 2015

Anthony J. Mortillaro, Executive Director
North Central Regional Transit District
1327 N. Riverside Drive
Espanola, NM 87532

Dear Mr.Mortillaro:

Attached is the May 26, 2016, Santa Fe County Board of Commissioners (BCC) Resolution that adopts the FY 2016 Santa Fe County Regional Transit Plan (RTP) and instructs staff to forward that plan and additional comments listed below to the North Central Regional Transit District (NCRTD). Attached are Resolution 2015-76, a map of the BCC proposed alignment for the La Cienega pilot route, and MOA 2015-0354 County funding for the Mountain Trail.

Please include the FY 2016 Santa Fe County RTP, which includes the La Ceinega and Mountain Trail pilot routes, in the NCRTD FY 2016 budget. Staff received comments 1-3 as part of the process for preparing the RTP. Comments 4-7 are concerns noted by the BCC at their May 26 meeting. Please include the comments listed below in the planning and implementation of NCRTD transit services in Santa Fe County.

1) There is a need for commuter service at morning and evening peak times for the south NM14 area. The current service provided by Route 270 Turquoise Trail has service only between the Adult Detention Center and the Santa Fe Place Mall. It is requested NCRTD extend the transit service south on NM 14 at peak hours and have timed connections so residents in the NM14 area south of the Detention Center to Cerrillos/Madrid would be be able to use the transit service to commute to and from work.

2) It was noted that transit service is not currently availabe to residents in the County's east central area that includes Canoncito and Glorieta. Transit service needs in this area include users of the Senior Center and Meals On Wheels program as well as area residents who commute to Santa Fe for work. It is requested that NCRTD include this area for future service consideration as part of the NCRTD Long Range Plan.

3) NCRTD consider a stop in La Cieneguilla for residents in that area for the proposed alignment of the Las Cienega pilot route.

4) The Commission noted that although the Mountain Trail (Ski Basin shuttle) pilot route has been referred to both as transportation and economic development for outdoor recreation tourism, the mountain is also important for cultural tourism. The mountain(s) have important cultural significance for the diverse groups of people who live in Santa Fe County. Documents that refer to the pilot route (route descriptions, brochures, advertisements) could incorporate this aspect of the pilot route.

5) The current service provided by Route 270 Turquoise Tail needs to modified to provide commuter service at morning and evening peak hours for residents in the south NM 14 area (see comment #1).

6) In reference to comment # 2, future transit service to the Canoncito/Glorieta area, Commissioners noted there is a possibility that Santa Fe County may have some land could be made available for use as a Park Ride lot in this area.

7) Commissioners proposed an alignment for the La Cienega pilot route that would have termini at Paseo Real and I-25 east frontage Road towards Santa Fe. The route would begin at Paseo Real, follow Paseo Real as it turns into CR 56, connect to CR 54, follow CR 54 to the La Cienega Entrada exit at I- 25 and continue northeast on the I-25 frontage road to Santa Fe. Another leg of the route would turn northeast at the CR 56/Los Pinos intersection, and follow Los Pinos as it loops around the racetrack area.

If you have any questions or concerns on the above please contact Ray Matthew, Transportation Planner, at 995-2775.

Sincerely,

Robert Griego, Planning Manager

Attachments: SFC Resolution 2015-76
Map of BCC proposed alignment for La Cienega pilot route
SFC MOA 2015-0354, SFC Mountain Trail Funding

SANTA FE COUNTY
RESOLUTION NO. 2015- 76

A RESOLUTION TO ADOPT THE SANTA FE COUNTY TRANSIT SERVICE PLAN FOR FY 2016 AND TO INSTRUCT STAFF TO SUBMIT THAT TRANSIT SERVICE PLAN TO THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT

SFC CLERK RECORDED 05/27/2015

WHEREAS, Santa Fe County Resolution 2003-108 states that multi-jurisdictional transportation systems would protect our environment and enhance energy efficiency, decrease congestion, decrease automobile accidents, reduce noise and air pollution and improve public health;

WHEREAS, the North Central Regional Transit District (NCRTD) was created by agreement of the City of Espanola, Los Alamos County, Pojoaque Pueblo, Rio Arriba County, San Ildefonso Pueblo, San Juan Pueblo, Santa Clara Pueblo, the City of Santa Fe, Santa Fe County (the County) and Tesuque Pueblo in 2004;

WHEREAS, Santa Fe County Ordinance 2008-14 which imposed a County Regional Transit Gross Receipts Tax of one eighth of one percent (.125%) states that "Revenue from the county regional transit gross receipts tax will be used for the management, construction or operation of a public transit system or for specific public transit projects or services pursuant to the Regional Transit District Act;

WHEREAS, the NCRTD considers Santa Fe County to be a critical participant in the regional transportation strategy and is willing to work closely with the County to assure that regional transportation needs are met and that the Rail Runner continues to be a well-used mode of public transportation;

WHEREAS, the 2010 Santa Fe County General Plan, the Sustainable Growth Management Plan, adopted by the Board of County Commissioners by Resolutions 2010-210 and 2010-225 states under Policy 33.3 "Coordinate with RTD and other entities to evaluate public transit routes and enhance existing transit services (both to existing areas and to areas of new development) to match population demands and future growth to provide an efficient alternative to personal vehicle use;"

WHEREAS, for FY 2015 the NCRTD funded various transportation routes within Santa Fe County contained in the FY 2015 regional transit plan submitted to the NCRTD on behalf of the County and the City of Santa Fe;

WHEREAS, the NCRTD adopted a 2014 Transit Service Plan Update which was a five year plan identifying new services and future services and the routes described in the FY 2016 Santa Fe County Regional Transit Service Plan are consistent with that five year plan;

WHEREAS, the NCRTD Board is requesting a FY2016 Santa Fe County Regional Transit Service Plan by June 4, of 2015 and this resolution is designed to respond to that request;

WHEREAS, Santa Fe County has considered the existing NCRTD Service Plan and the proposed NCRTD budget for FY2016 which indicates that there is sufficient funding to continue to provide service for all routes currently being funded by the regional gross receipts tax dollars and other federal grant money, including all of the existing routes in Santa Fe County; and

WHEREAS, the NCRTD FY 2016 budget proposes two new pilot routes, the La Cienega/Las Golondrinas route, and the Santa Fe Ski Basin (Mountain Trail) route;

WHEREAS, the Board of County Commissioners of Santa Fe County (BCC) desires for staff to submit to the NCRTD the Santa Fe County Regional Transit Plan attached hereto as Exhibit A, including all routes currently being served in the County as well as the two new pilot routes.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

1. The BCC hereby adopts the FY 2016 Santa Fe County Regional Transit Plan attached hereto as Exhibit A;

2. The BCC hereby instructs staff to submit the FY 2016 Santa Fe County Regional Transit Plan to the NCRTD.

PASSED, APPROVED AND ADOPTED THIS 26th DAY OF MAY, 2015

SANTA FE BOARD OF COUNTY COMMISSIONERS

Robert A. Anaya, Chair

ATTEST:

Geraldine Salazar, Santa Fe County Clerk

APPROVED AS TO FORM:

Gregory S. Shaffer, County Attorney

SFC CLERK RECORDED 05/27/2015

BCC RESOLUTIONS
PAGES: 3

COUNTY OF SANTA FE)
STATE OF NEW MEXICO) ss

I Hereby Certify That This Instrument Was Filed for Record On The 27TH Day Of May, 2015 at 03:48:55 PM And Was Duly Recorded as Instrument # 1765422 Of The Records Of Santa Fe County

Witness My Hand And Seal Of Office
Geraldine Salazar
Deputy _____ County Clerk, Santa Fe, NM

Exhibit A

Santa Fe County Transit Plan for FY 2016

SFC CLERK RECORDED 05/27/2015

ROUTES OPERATED AND FUNDED BY NCRTD IN SANTA FE COUNTY

ROUTES FUNDED BY NCRTD - OPERATED BY SANTA FE TRAILS:

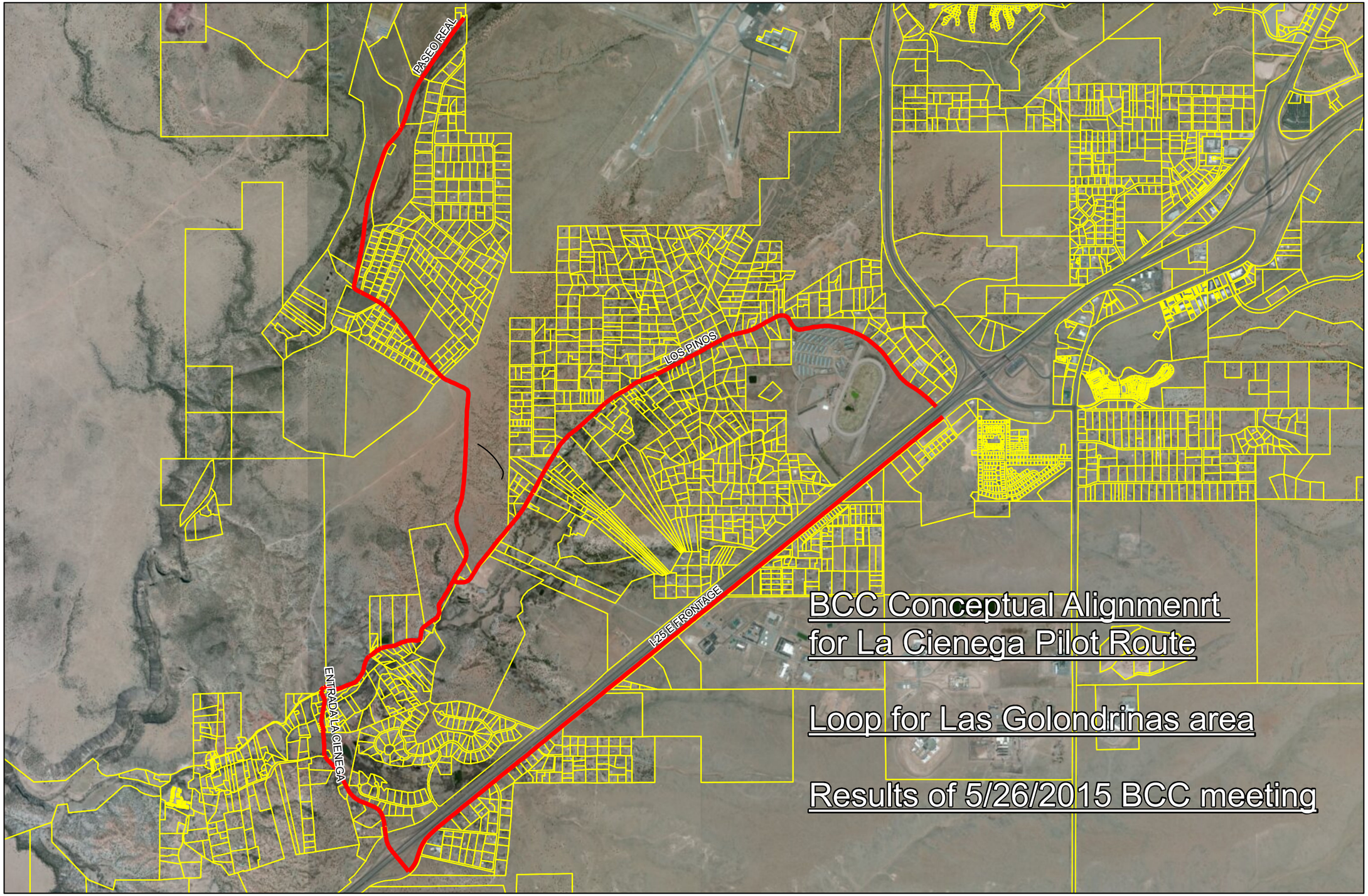
- ✓ ROUTE 2 SHERIDAN ST. , CERRILOS RD, SANTA FE PLACE
- ✓ ROUTE 4 SHERIDAN ST., ST. FRANCIS, SANTA FE PLACE
- ✓ ROUTE 22 - IAIA/SFCC, SUPER WALMART, NM 599 RR STATION
- ✓ SANTA FE PICK-UP –SPECIALS , DOWNTOWN LOOP SHUTTLE

ROUTES FUNDED AND OPERATED BY NCRTD

- ✓ ROUTE 150 CHIMAYO
- ✓ ROUTE 160 SANTA CLARA
- ✓ ROUTE 200 ESPANOLA TO SANTA FE
- ✓ ROUTE 210 POJOAQUE –NAMBE TRIBAL
- ✓ ROUTE 220 TESUQUE TRIBAL
- ✓ ROUTE 230 SAN ILDEFONSO TRIBAL
- ✓ ROUTE 270 TURQUOISE TRAIL/NM599
- ✓ ROUTE 280 ELDORADO TO SANTA FE
- ✓ ROUTE 290 EDGEWOOD TO SANTA FE
- ✓ ROUTE 400 LOS ALAMOS TO POJOAQUE

NEW PILOT TRANSIT ROUTES IN SANTA FE COUNTY

- ✓ LA CIENEGA/LAS GOLONDRINAS ROUTE
- ✓ SANTA FE SKI BASIN (MOUNTAIN TRAIL)



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5/28/2015

SANTA FE COUNTY

This information is for reference only. Santa Fe County assumes no liability for errors associated with the use of these data. Users are solely responsible for confirming data accuracy.

MEMORANDUM OF UNDERSTANDING
BETWEEN
SANTA FE COUNTY AND
NORTH CENTRAL REGIONAL TRANSIT DISTRICT

This **MEMORANDUM OF UNDERSTANDING** ("MOU") is entered into by and between **Santa Fe County ("County")** and the **North Central Regional Transit District** ("NCRTD").

RECITALS

WHEREAS, the NCRTD is a political subdivision of the State of New Mexico; and

WHEREAS, the County is a political subdivision of the State of New Mexico and a member of the NCRTD; and

WHEREAS, the NCRTD is authorized to finance, construct, operate, maintain, and promote an efficient, sustainable, and multi-modal transportation system subject to compliance with the Regional Transit District Act, NMSA 1978, Chapter 73, Article 25 ("Act"); and

WHEREAS, NCRTD does not have sufficient funds to operate any new or additional routes at present without financial contribution and support beyond the NCRTD's current revenues; and

WHEREAS, County wishes to provide some of the required funding to develop and operate a new route in Santa Fe County named the "Mountain Trail Route", which is proposed to provide service from the City of Santa Fe to the Ski Santa Fe, with stops along the route; and

WHEREAS, the NCRTD wishes to operate the Mountain Trail Route as a "premium" service which requires funding from parties other than the NCRTD and its members; and

WHEREAS, the parties mutually acknowledge that the Mountain Trail Route is only being funded for one year on a trial basis; and

WHEREAS, the NCRTD and County agree to expend resources in fiscal year 2016 and 2017 (FY16 & FY17) to test the viability of the Mountain Trail Route as further set forth herein.

AGREEMENT

NOW, THEREFORE, for good and valuable consideration, including mutual covenants between the parties hereto the receipt of which is acknowledged, the parties do hereby agree as

follows:

A. PURPOSE.

The purpose of this MOU is to provide Twenty Five Thousand One Hundred Seventy Two Dollars and No Cents ($25,172.00) no later than August 31, 2015, to the NCRTD as the County's contribution to the funding of the proposed Mountain Trail Route.

B. SCOPE OF MOU.

1. County agrees to provide to the NCRTD Twenty Five Thousand One Hundred Seventy Two Dollars and No Cents ($25,172.00); provided, however, that the County's obligation to contribute these funds is contingent upon the following occurring no later than August 31, 2015:

a. The County Manager's receipt of a final pro forma budget and service schedule for the Mountain Trail Route; and

b. The County Manager's receipt of documentation sufficient to establish that the non-fare revenue reflected in the final pro forma budget has been received or is the subject of a binding commitment.

2. The NCRTD agrees to utilize the funds provided under this MOU solely for the purposes of developing and implementing (on a trial basis) the proposed Mountain Trail Route.

3. The NCRTD currently proposes to develop and implement transit services for a Winter Season (October, 2015 – March, 2016) and Summer Season (July, 2016 – August, 2016) with 7-day a week service. However, nothing herein shall limit the NCRTD's ability, in its sole discretion, to amend the routes, dates of operation, hours of operation, or service levels depending on the availability of funding, the viability and safety of the Mountain Trail Route, and other criteria that the NCRTD may use in testing the viability of the Mountain Trail Route during its trial; provided, however, that NCRTD shall provide the County with 15 days' advance written notice of any such changes, in accordance with Section K of this MOU.

4. The NCRTD agrees to make best efforts to implement the Mountain Trail Route but the parties acknowledge that the development and implementation of the route will depend on revenues in excess of those covered by this Agreement. Neither party shall be obligated to

appropriate or expend funds on the Mountain Trail Route unless properly budgeted and approved by their respective governing bodies. Any and all services by the NCRTD shall be contingent upon sufficient funding.

5. The NCRTD agrees to strictly account for all the funds received under this MOU and to allow the audit of its books by the County or its independent auditor upon reasonable notice and during normal business hours to ensure such compliance.

C. COSTS.

All costs of the parties in implementing this MOU shall be borne by the respective parties.

D. TERM AND EFFECTIVE DATE.

This MOU shall be effective upon execution by both parties and shall expire on September 30, 2016, unless earlier terminated pursuant to Paragraph E of this MOU. Payment of the amounts due under this MOU shall be made promptly after satisfaction of the conditions set forth in Section B(1)(a)-(b).

E. TERMINATION.

This MOU may be terminated by either of the parties hereto upon written notice delivered to the other party at least thirty (30) days prior to the intended date of termination. Upon termination, any funds contributed by the County under this MOU that remain unmatched by federal grants or unexpended, shall be returned by the NCRTD to the County.

F. LIABILITY.

Each party shall be solely responsible for fiscal or other sanctions occasioned as a result of its own violation of requirements applicable to the performance of this MOU. Each party shall be liable for its own actions or inactions in accordance with state law and nothing herein shall be deemed a waiver of immunity, an agreement to indemnify the other party, or to create or effect liabilities between the parties.

G. THIRD-PARTY BENEFICIARIES.

By entering into the MOU, the parties do not intend to create in the public, or any member thereof, a third party beneficiary or to authorize anyone not a party to the MOU to maintain a suit

for wrongful death, bodily and/or personal injury to persons, damage to property, and/or any other claim(s) whatsoever pursuant to the provisions of this MOU. No person shall have any right, title or interest under this MOU or be entitled to seek to enforce this MOU as a third party beneficiary of this MOU.

H. NEW MEXICO TORT CLAIMS ACT.

By entering into this MOU, neither party shall be responsible for liability incurred as a result of the other party's acts or omissions in connection with this MOU. Any liability incurred in connection with this MOU is subject to the immunities and limitations of the New Mexico Tort Claims Act, Sections 41-4-1, et seq., NMSA (1978). This paragraph is intended only to define the liabilities between the parties hereto and it is not intended to modify, in any way, the parties' liabilities as governed by common law or the New Mexico Tort Claims Act. No provision in this MOU modifies and/or waives any provision of the New Mexico Tort Claims Act.

I. WRITTEN AMENDMENTS REQUIRED.

This MOU shall not be altered, changed or modified except by an amendment in writing executed by the parties hereto.

J. SEVERABILITY.

In the event that any of the items or provisions herein are found to be in conflict with any applicable statute or rule of law or are otherwise held to be invalid, then such provision shall be deemed inoperative to the extent of such conflict or invalidity, and the remainder of the provisions shall, to the extent possible, remain in full force and effect.

K. NOTICES.

Any notices required to be given pursuant to this MOU shall be in writing and served by personal delivery or by mail, postage prepaid, to the parties at the following addresses:

County:

Katherine Miller, County Manager
Santa Fe County
102 Grant Avenue
Santa Fe, New Mexico 87504

NCRTD:

Anthony Mortillaro, Executive Director
North Central Regional Transit District
1327 North Riverside Drive
Espanola, New Mexico 87532

Notices sent by mail as provided in this section shall be deemed to have been given/received five (5) calendar days after mailing. A party may change the person to whom or address to which notices shall be sent by providing the other party with written notice of such change as provided in this paragraph.

L. AUTHORIZATION.

The parties warrant that each signatory to this MOU has the appropriate authority and is authorized to execute this MOU on behalf of its respective party.

M. MERGER AND INTEGRATION CLAUSE.

This MOU contains the entire agreement of the parties with respect to the subject matter hereof. This MOU supersedes any prior agreements, understandings, or negotiations, whether written or oral.

N. SOURCE OF COUNTY CONTRIBUTION.

The County's $25,172.00 in funding under this MOU shall come from funds budgeted in Fiscal Year 2015 for economic development purposes.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding on the dates set forth below.

SANTA FE COUNTY

BY: _____
ROBERT A. ANAYA, CHAIR
BOARD OF COUNTY COMMISSIONERS

ATTEST:

Geraldine Salazar
GERALDINE SALAZAR, COUNTY CLERK

6-2-2015

Approved as to form:

_____
GREGORY S. SHAFFER, COUNTY ATTORNEY

FINANCE DEPARTMENT

CAROLE H. JARAMILLO
FINANCE DIRECTOR

NORTH CENTRAL REGIONAL TRANSIT DISTRICT

BY: _____ 5-18-2015
DANIEL BARRONE — DATE
NCRTD CHAIR

Approved as to form:

PETER. A. DWYER, NCRTD ATTORNEY

Agenda Report
NCRTD Board of Directors Meeting
Meeting Date: August 7, 2015

Agenda Item – E

Title: Resolution No. 2015-22 Approving the 4th Quarter Financial Report for FY2015

Prepared By: Troy Bingham, Finance Director

Summary: The Local Government Division (LGD) requires that the District's 4th quarter financial report submittal be accompanied with a resolution of the Board of Directors approving this report.

Background: New Mexico law requires the LGD of the Department of Finance and Administration to make rules and regulations relating to budgets, records, reports, and the disbursement of public monies, including transfers between funds. One of the LGD's primary responsibilities is to review financial reports to include analyzing current financial conditions to detect financial difficulties early and to ensure that each entity maintains financial stability.

Recommended Action: It is recommended that the Board move to adopt Resolution No. 2015-22 adopting the 4th quarter financial report

Options/Alternatives: None

Fiscal Impact: N/A

Attachments:
- Resolution No. 2015-22
- DFA 4th Quarter Financial Report

North Central Regional Transit District (NCRTD)

Resolution 2015-22

Approving the 4th Quarter Financial Report for FY15

WHEREAS, the Governing body in and for the NCRTD, is required to approve the 4th quarter financial report as of June 30, 2015; and

WHEREAS, said financial reports present revenues, transfers and expenditures as reflected on the attached pages, and incorporated herein by reference, as of June 30, 2015

NOW, THEREFORE, BE IT RESOLVED THAT after conducting a public hearing the Board of Directors of the NCRTD, hereby approves the 4th quarter financial reports as of June 30, 2015 to be submitted to the Local Government Division of the New Mexico Department of Finance and Administration.

PASSED, APPROVED AND ADOPTED BY THE GOVERNING BODY OF THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT ON THIS 7TH DAY OF AUGUST, 2015.

_____

Daniel Barrone, Chair

Approved as to form:

_____

Peter Dwyer, Counsel

Blue / **Red** Cells In Workbook are Data Entry Cells

DEPARTMENT OF FINANCE AND ADMINISTRATION
LOCAL GOVERNMENT DIVISION
BUDGET AND FINANCE BUREAU
SPECIAL DISTRICT FINANCIAL QUARTERLY REPORT FORM

SUBMIT TO LOCAL GOVERNMENT DIVISION NOT LATER THAN ONE MONTH AFTER THE CLOSE OF EACH QUARTER. I HEREBY CERTIFY THAT THE CONTENTS IN THIS REPORT ARE TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

(signature line)

Special District: North Central Regional Transit District
Quarter Ending: 6/30/2015 (accruals thru 7/17/2015)
Prepared by: Troy Bingham

QUARTERLY YEAR TO DATE TRANSACTIONS PER BOOKS

FUND TITLE	FUND NUMBER	UNAUDITED BEGINNING CASH BALANCE @ JULY 1 (or JAN. 1)	INVESTMENTS	REVENUES TO DATE	NET TRANSFERS	EXPENDITURES TO DATE	BOOK BALANCE END OF PERIOD	ADD: OUTSTANDING CHECKS	LESS: DEPOSITS IN TRANSIT	ADJUSTMENTS	ADJUSTED BALANCE END OF PERIOD	BALANCE PER BANK STATEMENTS	DIFFERENCE
GENERAL FUND - Operating (GF)	101	1,388,449	5,979,131	7,674,287	-	3,810,126	11,231,741	704,277	-	(4,782,059)	7,153,959	7,153,959	-
INTERGOVERNMENTAL GRANTS	218	-	-	-	-	4,118,232	(4,118,232)	-	-	4,118,232	-	-	-
OTHER	299	-	-	-	-	380,382	(380,382)	-	-	380,382	-	-	-
DEBT SERVICE	400	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total		$ 1,388,449	$ 5,979,131	$ 7,674,287	$ -	$ 8,308,740	$ 6,733,127	$ 704,277	$ -	$ (283,445)	$ 7,153,959	$ 7,153,959	$ -

SPECIAL DISTRICT: 'entral Regional Transit District
QUARTER ENDING: :015 (accruals thru 7/17/2015)

REVENUES	CURRENT QUARTER	YEAR TO DATE	APPROVED BUDGET
General Fund 101 (enter items below)			
Other	1,113,677	7,674,287	7,368,860
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
Subtotal General Fund Revenues	$ 1,113,677	$ 7,674,287	$ 7,368,860
Other Financing Sources: Transfers In	-	-	245,436
Transfers Out	-	-	-
Total Transfers	$ -	$ -	$ 245,436
TOTAL GENERAL FUND REVENUES	$ 1,113,677	$ 7,674,287	$ 7,614,296
Intergovernmental Grants 218 (enter items below)			
Federal Grants	-	-	2,667,728
Legislative Funding	-	-	184,312
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
Subtotal Intergovernmental Grants Revenues	$ -	$ -	$ 2,852,040
Other Financing Sources: Transfers In	-	-	-
Transfers Out	-	-	-
Total Transfers	$ -	$ -	$ -
TOTAL INTERGOV. GRANT REVENUES	$ -	$ -	$ 2,852,040
Other 299 (enter items below)			
Silent Auctions	-	-	40,000
Miscellaneous(NMFA, BOF, etc.)	-	-	10,000
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
Subtotal Other 299 Revenues	$ -	$ -	$ 50,000
Other Financing Sources: Transfers In	-	-	-
Transfers Out	-	-	-
Total Transfers	$ -	$ -	$ -
TOTAL OTHER REVENUES	$ -	$ -	$ 50,000
Debt Service 400			
General Obligation Bonds	-	-	-
General Obligation - (Property tax)	-	-	-
Investment Income	-	-	-
Other - Misc	-	-	-
Revenue Bonds	-	-	-
Bond Proceeds	-	-	-
Revenue Bonds - GRT	-	-	-
Investment Income	-	-	-
Revenue Bonds - Other	-	-	-
Miscellaneous(NMFA, BOF, etc.)	-	-	-
	-	-	-
	-	-	-
Subtotal Debt Service Fund Revenues	$ -	$ -	$ -
Other Financing Sources: Transfers In	-	-	-
Transfers Out	-	-	-
Total Transfers	$ -	$ -	$ -
TOTAL DEBT SERVICE REVENUES	$ -	$ -	$ -
GRAND TOTAL REVENUES	$ 1,113,677	$ 7,674,287	$ 10,516,336

SPECIAL DISTRICT: 'entral Regional Transit District
QUARTER ENDING: !015 (accruals thru 7/17/2015)

EXPENDITURES	CURRENT QUARTER	YEAR TO DATE	APPROVED BUDGET
General Fund 101 (enter items below)			
Personnel Services, (Salaries and Benefits)	671,368	2,521,621	3,217,665.00
Mileage and Per Diem	15,630	42,526	44,088.00
Vehicle Expense (Insurance, gas, maintenance)	171,746	650,916	683,200.00
Building Expenses (e.g. rent/maintenance)	7,635	30,832	30,000.00
Utilities (Electricity, Natural Gas, Propane, Water, Sewer)	5,714	23,255	25,960.00
Telephone	1,751	13,348	15,466.00
Postage Expense	487	1,826	2,420.00
Office Supplies and Other Expenses	5,721	45,277	80,171.00
Office Furniture and Equipment	261	3,990	16,000.00
Advertising and Public Relations (e.g. newsletter)	48,004	100,531	81,470.00
Training Workshops & Education Expense	-	-	13,624.00
Annual Audit/Financial Report Expenses	-	23,433	25,000.00
Dues and Board Fees	3,236	15,801	10,666.00
Election Expense	-	-	-
Field Supplies & Equipment	-	-	-
Cost Sharing Expense	-	-	-
Brush Control Expenses	-	-	-
Contractual Fees and Other Services	117,866	336,729	344,223.00
GRT Taxes	-	-	-
Miscellaneous (e.g. Chipper Expense)	(195)	41	3,150.00
TOTAL GENERAL FUND EXPENDITURES	$ 1,049,224	$ 3,810,126	$ 4,593,103
Intergovernmental Grants 218 (enter items below)			
Local Grants	1,577,107	4,118,232	4,415,094
Legislative Funding	-	-	175,000
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
TOTAL INTERGOV. GRANT EXPENDITURES	$ 1,577,107	$ 4,118,232	$ 4,590,094
Other 299 (enter items below)			
Capital Outlay Expenses/Capital Projects	10,974	353,347	1,300,828
All Other Insurance	4,855	27,035	32,311
	-	-	-
	-	-	-
	-	-	-
	-	-	-
	-	-	-
TOTAL OTHER EXPENDITURES	$ 15,829	$ 380,382	$ 1,333,139
Debt Service 400			
Bond Payments Principal	-	-	-
Bond Payments- Interest	-	-	-
Other Debt Service	-	-	-
TOTAL DEBT SERVICE EXPENDITURES	$ -	$ -	$ -
GRAND TOTAL EXPENDITURES	$ 2,642,160	$ 8,308,740	$ 10,516,336

DEBT SERVICE

SPECIAL DISTRICT: ral Regional Transit District

Fund Number: 400
Quarter Ending: 30/2015 (accruals thru 7/17/2015)

(A) NAME AND TYPE	(B) DATE OF ISSUE	(C) ORIGINAL FACE AMOUNT OF ISSUE	(D) OUTSTANDING PRINCIPAL AMOUNT (Unpaid)	(E) COUPON RATE OF INTEREST	(F) PRINCIPAL DUE	(G) INTEREST DUE
	0/00/0000	-	-	0.0%	-	-
	0/00/0000	-	-	0.0%	-	-
	0/00/0000	-	-	0.0%	-	-
	0/00/0000	-	-	0.0%	-	-
	0/00/0000	-	-	0.0%	-	-
	0/00/0000	-	-	0.0%	-	-
	0/00/0000	-	-	0.0%	-	-
	0/00/0000	-	-	0.0%	-	-
TOTAL		-	-		-	-

INSTRUCTIONS - SCHEDULE OF BONDS & LONG TERM LOANS

Column (A): Describe the Purpose of the DEBT along with its NAME AND TYPE.
Column (B): Enter the Date of Issue.
Column (C): Enter the Original Amount of the Issue.
Column (D): Enter Unpaid Principal Balance for Fiscal Year.
Column (F): Enter Principal Amount To Be Paid, during Fiscal Year.
Column (G): Enter Interest Amount To Be Paid, during Fiscal Year.

TOTAL PRINC/ INT PD	-

Special District:

North Central Regional Transit District

QUARTER ENDING: **6/30/2015 (accruals thru 7/17/2015)**

BUDGETED TRANSFERS * OTHER FINANCING SOURCES/ USES	Current Quarter	Year to Date
Transfers In Fund 101 (e.g. 500)		-
Transfers In Fund 218	-	-
Transfers In Fund 299	-	-
Transfers In Fund 400	-	-
A SUB-TOTAL	-	-
Transfers Out Fund 101 (e.g. 500)		-
Transfers Out Fund 218	-	-
Transfers Out Fund 299	-	-
Transfers Out Fund 400	-	-
B SUB-TOTAL	-	-
A - B Total Net Transfers	$ -	$ -
Note:	**The A-B Total Net Transfers must always equsl zero.(0).**	

* Transfers in the budget occur when money arrives in one account and is transferred to another for a specific use. Board must approve by resolution. Local Government also approves if moving from or to the General Fund.

A fund is a group (or umbrella), of self balancing accounts

Agenda Report
NCRTD Board of Directors Meeting
Meeting Date: August 7, 2015

Agenda Item – F

Title: Discussion and consideration of an Agreement between the North Central Regional Transit District (NCRTD) and The Skarsgard Firm (McDonald's Developer) for the expansion of NCRTD Driveway

Prepared By: Anthony J. Mortillaro, Executive Director

Summary: The Developer of the property adjacent to Silkey Way Road has agreed to expand the existing NCRTD Driveway that intersects Silkey Way Road to align with the access point to his property so that the intersections are perpendicular to each other at no "cost" to the NCRTD. The design of the expanded driveway must meet "street standards" and will require that the Developer relocate all existing infrastructure. The NCRTD with the assistance of the City of Española City Manager had meaningful discussions with the Developer that resulted in this beneficial resolution for all parties.

Background: The Developer of the property adjacent to Silkey Way Road designed an access to his property that was deemed by the NCRTD to be unsafe and devoid of best engineering practices related to roadway design. The NCRTD upon finally receiving a copy of the approved site plan (however the District to this date has not been provided with a copy of any traffic engineering study related to Silkey Way Road) for the property's development expressed its concerns to the Developer and the City of Española regarding the initial design. It was the NCRTD's desire to have the access point to the Developer's property aligned to provide for a perpendicular alignment of the Developer's property access points to the existing roadway intersections.

Recommended Action: It is recommended that the Board move to adopt the Agreement.

Options/Alternatives:

- Take no action to adopt the Agreement which will allow a poorly designed and unsafe condition to exist (not recommended); or
- Provide staff with direction regarding suggested changes and to return with a new agreement; or
- Adopt the Agreement, (recommended).

Fiscal Impact: N/A

Attachments: Agreement

Agenda Report
NCRTD Board of Directors Meeting
Meeting Date: August 7, 2015

Agenda Item – G

Title: Investment of District Funds and the State of New Mexico Local Government Investment Pool Report Summary**.**

Prepared By: Troy Bingham, Finance Director, Anthony J. Mortillaro, Executive Director

Background:

In 2014 the NCRTD began participating in the LGIP government investment fund, known as the New MexiGROW Local Government Investment Pool or LGIP, and other Certificate of Deposits (CDs) from local and surrounding banks in New Mexico. The NCRTD established the short-term investments (no more than 12 months) throughout various FDIC insured institutions in the state of New Mexico. The initial amount invested was $5,975,492. The total cash balance is $7,786,748.87, which includes the NCRTD operating account of $1,792,605.

Summary:

- As of March 31, 2015, the total investment in CDs and LGIP inclusive of interest revenue was $5,994,144.
- Total earnings from interest totals $18,652 for FY2015 thru March 31, 2015.
- The average rate of return is .32% from CDs and LGIP.
- The highest earned income is .70% with US New Mexico FCU (6 month term) earning the district a total of $1,561.71 in interest.
- The current quarter from January through March of 2015 earned a total of $6,096.24 in interest.
- NCRTD renewed all 9 of its less than 12 month CDs with Los Alamos National Bank and extended the agreements to 12 months to date. The initial agreements ranged from 3 to 9 months.
- Operating cash balance account has $1,792,605 for operational cash flows.
- Total overall cash balance is $7,786,749.

	Amount Invested YTD	Earnings	Total YTD	% of portfolio
LANB operating Acct.	$ 1,792,085.98	518.98	$ 1,792,604.96	23%
LGIP	1,901,293.00	2,411.77	1,903,704.77	24%
3-5 month CD	250,000.00	528.94	250,528.94	3%
6-8 month CD	500,000.00	2,692.07	502,692.07	6%
12 month CD	3,324,199.00	13,019.13	3,337,218.13	43%
Total	**$ 7,767,577.98**	**$ 19,170.89**	**$ 7,786,748.87**	

Average Rate of Return w/o Operating Account	0.32%
Current Quarterly Earnings January-March 2015	6,096.24
Fiscal YTD Earnings	18,651.91
Fiscal YTD Earnings + Investment	$7,786,748.87

The District investment strategy is passive. Given this strategy, NCRTD has determined the market yields are being achieved by comparing the average District portfolio yield to the one-year U.S. Treasury Bill. As of March 31, 2015 the one-year treasury rate was .27%, the District is averaging a rate of return at .32%

Recommended Action:

It is recommended that the Board of Directors discuss and review the information presented in relation to the LGIP and the Certificate of Deposit Investment report and move to accept as presented.

Options/Alternatives:

1. Take no action; or
2. Endorse the Quarterly Investment report (recommended).

Fiscal Impact:

None

Attachments:

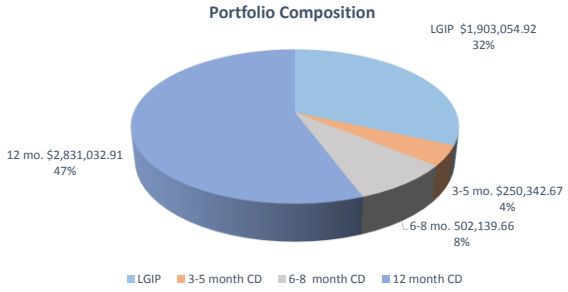
- LGIP and District Division of Certificate of Deposit Investment report as of March 31, 2015.

North Central Regional Transit District
Certificate of Deposit Report
31-Mar-15

Current CD investments

	Date opened	Term/ mos	Expiration Date	Rate	Amount invested	Earnings as of 9-30-14	Earnings/10-1-14 thru 12-31-14	Earnings 1-1-15 thru 3-31-15	Earnings 4-1-15 thru 6-30-15	YTD Total Earnings	Investment Balance 3/31/2015	
12 months												
Los Alamos National Bank	7/4/2014	12	7/4/2015	0.40%	250,000.00	109.77	54.66	669.28		833.71	250,833.71	(1)
Los Alamos National Bank	8/3/2014	12	8/3/2015	0.40%	250,000.00	171.32	85.66	584.46		841.44	250,841.44	(1)
Los Alamos National Bank	9/2/2014	12	9/2/2015	0.40%	250,000.00	205.60	102.80	499.48		807.88	250,807.88	(1)
Los Alamos National Bank	10/2/2014	12	10/3/2015	0.40%	250,000.00	380.42	221.63	247.25		849.30	250,849.30	(1)
Los Alamos National Bank	11/1/2014	12	11/1/2015	0.40%	250,000.00	380.42	113.41	331.96		825.79	250,825.79	(1)
Los Alamos National Bank	12/1/2014	12	12/1/2015	0.40%	250,000.00	443.88	204.21	249.96		898.05	250,898.05	(1)
Los Alamos National Bank	12/31/2014	12	12/31/2015	0.40%	250,000.00	443.88	276.33	250.11		970.32	250,970.32	(1)
Los Alamos National Bank	1/30/2015	12	1/30/2016	0.40%	250,000.00	507.36	249.94	313.44		1,070.74	251,070.74	(1)
Washington Federal Bank	2/27/2015	12	2/27/2016	0.40%	250,000.00	581.50	252.76	247.51		1,081.77	251,081.77	
State Employees Credit Union	2/28/2015	12	2/28/2016	**0.55%**	250,000.00	810.74	347.70	340.72		1,499.16	251,499.16	
Los Alamos National Bank	3/6/2015	12	3/6/2016	0.40%	574,199.00	1,165.30	574.07	726.27		2,465.64	576,664.64	
	4/1/2015											
	5/1/2015										-	
Los Alamos National Bank	6/4/2015	12	6/4/2016	0.40%	250,000.00	378.28	249.78	247.27		875.33	250,875.33	(1)
	12 Month/Total		***Average rate***	**0.41%**	**$ 3,324,199.00**	**5,578.47**	**2,732.95**	**4,707.71**	-	**$ 13,019.13**	**$ 3,337,218.13**	
6-8 months												
Guadalupe CU	4/28/2015	7	11/29/2015	**0.45%**	250,000.00	654.12	197.81	278.43		1,130.36	251,130.36	
US Eagle FCU	2/20/2015	6	8/21/2015	**0.70%**	250,000.00	1,002.87	284.86	273.98		1,561.71	251,561.71	
	6-8 Month/Total		***Average rate***	**0.58%**	**500,000.00**	**1,656.99**	**482.67**	**552.41**	-	**2,692.07**	**502,692.07**	
3-5 months												
Bank of New Mexico	5/21/2015	3	8/21/2015	0.15%	250,000.00	248.04	94.63	186.27		528.94	250,528.94	
	3-5 Month/Total		***Average rate***	**0.15%**	**250,000.00**	**248.04**	**94.63**	**186.27**	-	**528.94**	**250,528.94**	
			Short term Investment		**4,074,199.00**	**7,483.50**	**3,310.25**	**5,446.39**	-	**16,240.14**	**4,090,439.14**	
			LGIP	0.12%	1,901,293.00	1,167.18	594.74	649.85		2,411.77	1,903,704.77	
					$ 5,975,492.00	**8,650.68**	**3,904.99**	**6,096.24**	-	**18,651.91**	**5,994,143.91**	

(1) CDs converted to 12 months.



	Amount Invested YTD	Earnings	% of portfolio
LGIP	1,903,704.77	2,411.77	32%
3-5 month CD	250,528.94	528.94	4%
6-8 month CD	502,692.07	2,692.07	8%
12 month CD	3,337,218.13	13,019.13	56%
Total	**$ 5,994,143.91**	**18,651.91**	

Average Rate of Return	0.32%
Current Quarterly Earnings January-March 2015	6,096.24
Fiscal YTD Earnings	18,651.91
+ Investment	**$ 5,994,143.91**

North Central Regional Transit District
Financial Summary
As of June 30, 2015

Summary:
The North Central Regional Transit District (NCRTD) is currently reporting twelve months of financial activity. The standard for expenses/revenues that should be reported for the period through June 30, 2015, is 100% of the budget. Due to year end accruals in preparation of financial statements additional expenses/revenues could be attributed to June and will be reflected in the FY2015 financial statements.

There is a one month lag in receiving gross receipts tax revenue (GRT). NCRTD follows GASB (Governmental Accounting Standards Board) standards and utilizes accrual basis of accounting.

The monthly budget figures for the federal grant revenues and expenditure figures from the charts/tables have been divided using a straight-line method (1/12 increments). The GRT monthly budget figures are allocated utilizing trends from the last five fiscal years. NCRTD reports financials that follow GAAFR (Governmental Accounting, Auditing, and Financial Reporting). The charts/tables compare the current year revenues and expenditures to the previous year.

Financial Highlights

Revenue:
As of June 30, 2015, total revenue of $8,568,422 has been applied, which is 81.5% of budgeted revenues. Of this amount, NCRTD has earned $6,467,633 in GRT through the month of May 2015.

Other revenues include $1,594,822 from federal funds, $400,000 from Los Alamos County, and miscellaneous revenue of $105,967.

Expenditures:
As of June 30, 2015, NCRTD recognized expenditures totaling $8,534,297, which is 81.2% of total budgeted expenditures.

Of the $8,534,297 spent, $1,126,883 was in Administration, $7,033,005 in Operations and $374,409 in Capital Outlay. Administration has spent 88.8%, Operations 90.5% and Capital Outlay 25.4% of its budgets.

Other Matters:

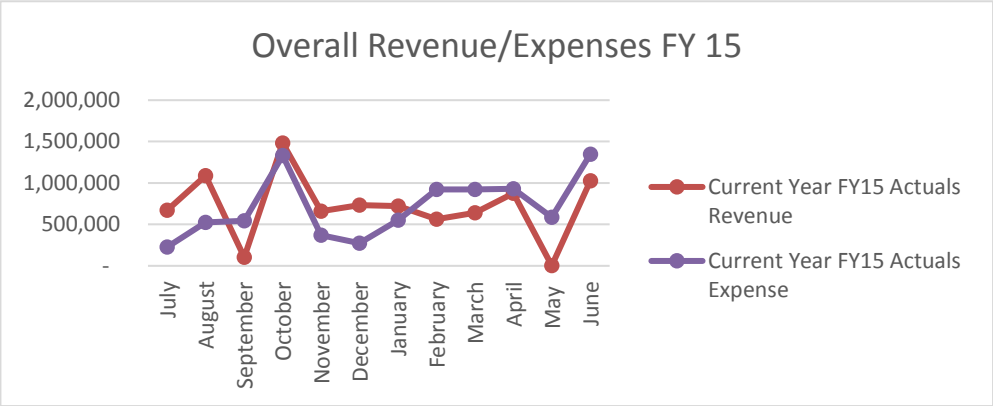
N/A

MONTHLY BOARD REPORT

FY2014 (July 1, 2014 to June 30, 2015)

NCRTD Revenue and Expenses vs. Budget

As of June 30, 2015



	Budget Revenue FY15	Current Year FY15 Actuals Revenue		Budget Expenses FY15	Current Year FY15 Actuals Expense	
July	813,327	669,657		813,327	226,528	
August	813,327	1,090,169		813,327	524,839	
September	813,327	104,219		813,327	543,236	
October	813,327	1,482,947		813,327	1,331,392	
November	813,327	659,723		813,327	370,513	
December	813,327	732,998		813,327	275,029	
January	939,396	721,304		939,396	551,091	
February	939,396	564,230		939,396	922,081	
March	939,396	640,544		939,396	921,872	
April	939,396	874,703		939,396	931,267	
May	939,396	2,076		939,396	588,018	
June	939,392	1,025,853		939,392	1,348,431	
Totals	$ 10,516,336	$ 8,568,422	*	$ 10,516,336	$ 8,534,297	*

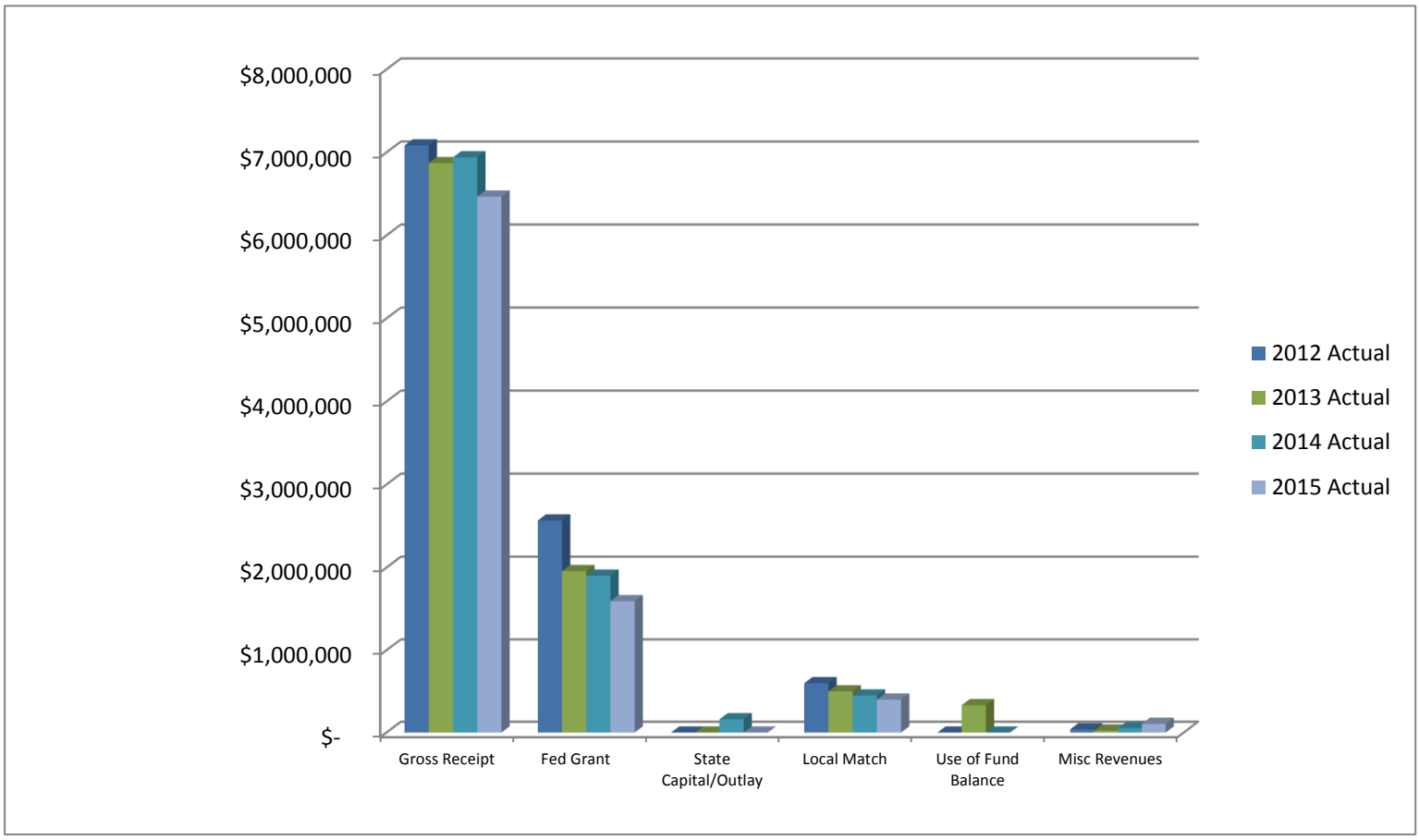
* Due to year end accruals in preparation of financial statements additional expenses/revenues could be attributed to June and will be reflected in the FY2015 financial statements.

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

NCRTD Revenue by Sources

As of June 30, 2015



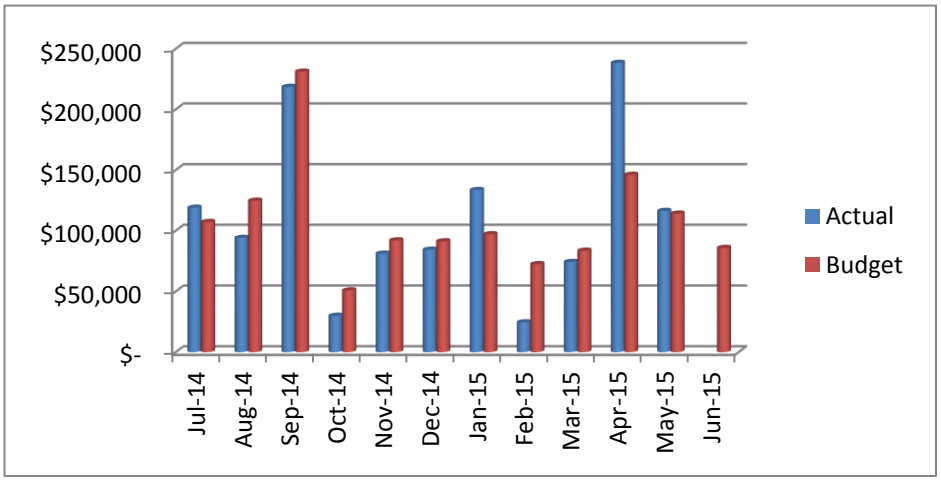
	2012 Actual	2013 Budget	2013 Actual	2014 Budget	2014 Actual	2015 Budget	2015 Actual	% of Actual vs budget
Gross Receipt	$ 7,083,927	$ 7,013,800	$ 6,871,271	$ 6,757,529	$ 6,941,122	$ 6,809,100	$ 6,467,633	95.0%
Fed Grant	$ 2,566,482	$ 1,917,879	$ 1,957,128	$ 2,198,429	$ 1,902,036	$ 2,727,478	$ 1,594,822	58.5%
State Capital/Outlay	$ -	$ -	$ -	$ 170,000	$ 161,188	$ 175,000	$ -	0.0%
Local Match	$ 600,000	$ 500,000	$ 500,000	$ 450,000	$ 450,000	$ 400,000	$ 400,000	100.0%
Use of Fund Balance	$ -	$ 333,000	$ 333,000		$ -	$ 354,758		0.0%
Misc Revenues	$ 38,859	$ -	$ 24,312	$ 60,500	$ 53,637	$ 50,000	$ 105,967	211.9%
TOTAL	$ 10,289,268	$ 9,764,679	$ 9,685,711	$ 9,636,458	$ 9,507,983	$ 10,516,336	$ 8,568,422	81.5%

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Gross Receipts Revenue By County

LOS ALAMOS COUNTY



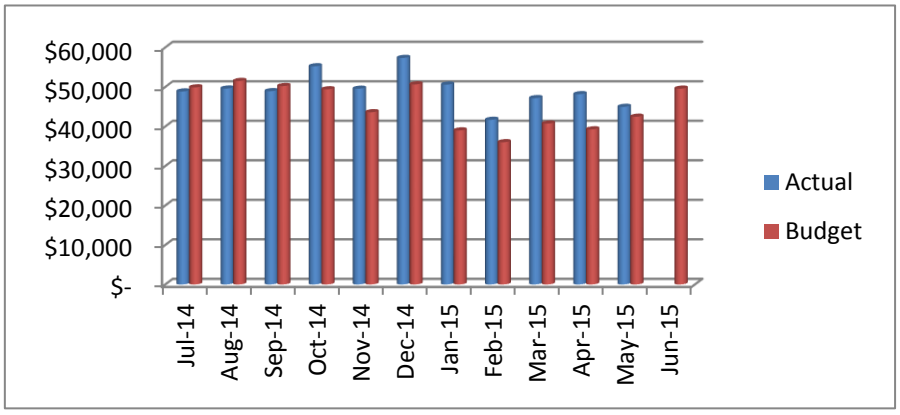
Date Received		Actual		Budget	of Monthly Budget
Jul-14	$	118,858	$	107,130	111%
Aug-14	$	94,019	$	124,617	75%
Sep-14	$	218,509	$	231,099	95%
Oct-14	$	29,878	$	50,780	59%
Nov-14	$	81,022	$	91,973	88%
Dec-14	$	84,289	$	91,196	92%
Jan-15	$	133,450	$	97,025	138%
Feb-15	$	24,478	$	72,413	34%
Mar-15	$	74,182	$	83,424	89%
Apr-15	$	238,319	$	145,992	163%
May-15	$	116,229	$	113,995	102%
Jun-15			$	85,755	0%
YTD Total	$	1,213,234	$	1,295,400	94%

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Gross Receipts Revenue By County

RIO ARRIBA COUNTY



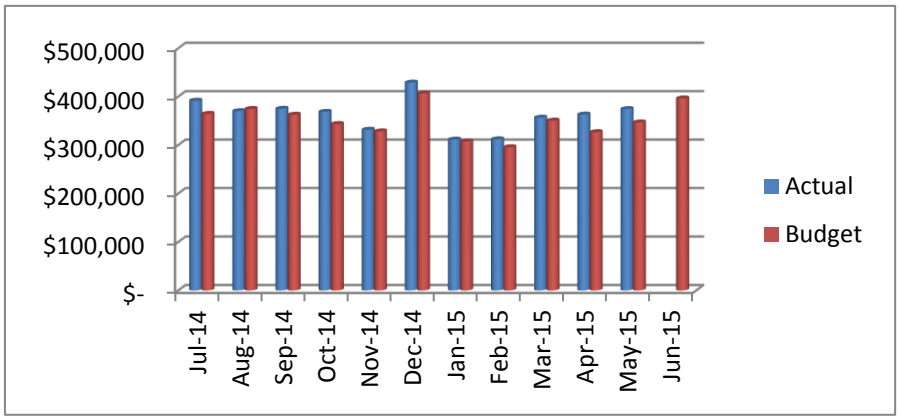
Date Received		Actual		Budget	Actual Revenue % of Monthly Budget
Jul-14	$	48,852	$	49,882	98%
Aug-14	$	49,585	$	51,509	96%
Sep-14	$	48,926	$	50,208	97%
Oct-14	$	55,224	$	49,394	112%
Nov-14	$	49,545	$	43,593	114%
Dec-14	$	57,339	$	50,641	113%
Jan-15	$	50,584	$	38,984	130%
Feb-15	$	41,672	$	36,002	116%
Mar-15	$	47,158	$	40,719	116%
Apr-15	$	48,160	$	39,255	123%
May-15	$	44,952	$	42,454	106%
Jun-15			$	49,557	0%
YTD Total	$	541,996	$	542,200	100%

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Gross Receipts Revenue By County

SANTA FE COUNTY



Date Received		Actual		Budget	Actual Revenue % of Monthly Budget
Jul-14	$	391,422	$	364,140	107%
Aug-14	$	369,825	$	374,220	99%
Sep-14	$	374,721	$	362,460	103%
Oct-14	$	368,292	$	343,140	107%
Nov-14	$	331,342	$	328,020	101%
Dec-14	$	428,710	$	406,140	106%
Jan-15	$	311,127	$	307,440	101%
Feb-15	$	311,675	$	295,260	106%
Mar-15	$	356,373	$	350,280	102%
Apr-15	$	362,789	$	326,340	111%
May-15	$	374,109	$	346,500	108%
Jun-15			$	396,060	0%
YTD Total	$	3,980,385	$	4,200,000	95%

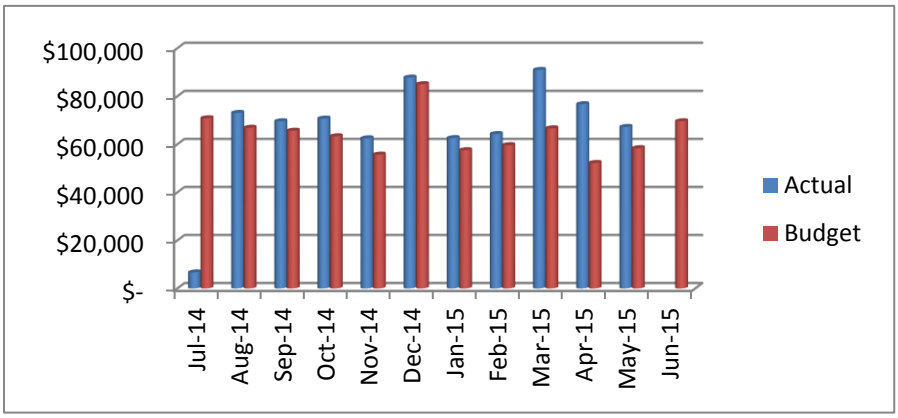
** Note one-half of the SF County GRT is allocated to Rio Metro

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Gross Receipts Revenue By County

TAOS COUNTY

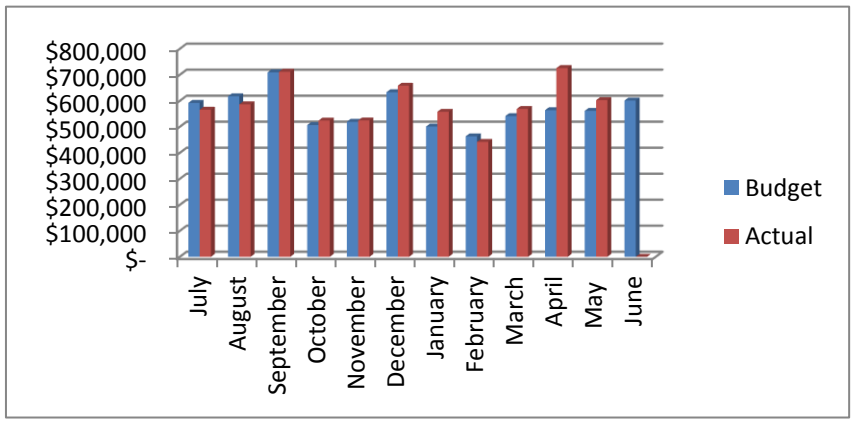


Date Received		Actual		Budget	of Monthly Budget
Jul-14	$	6,669	$	70,824	9%
Aug-14	$	73,069	$	66,889	109%
Sep-14	$	69,591	$	65,655	106%
Oct-14	$	70,706	$	63,340	112%
Nov-14	$	62,494	$	55,702	112%
Dec-14	$	87,765	$	85,019	103%
Jan-15	$	62,592	$	57,554	109%
Feb-15	$	64,274	$	59,637	108%
Mar-15	$	90,956	$	66,658	136%
Apr-15	$	76,688	$	52,231	147%
May-15	$	67,215	$	58,403	115%
Jun-15			$	69,589	0%
YTD Total	$	732,018	$	771,500	95%

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Gross Receipts Revenue Thru June 30, 2015



Budget to Actual FY2015

	Budget	Actual	Actual Revenue % of Monthly Budget
July	$ 591,976	$ 565,801	96%
August	$ 617,236	$ 586,498	95%
September	$ 709,422	$ 711,747	100%
October	$ 506,654	$ 524,099	103%
November	$ 519,289	$ 524,404	101%
December	$ 632,997	$ 658,103	104%
January	$ 501,004	$ 557,752	111%
February	$ 463,312	$ 442,099	95%
March	$ 541,081	$ 568,669	105%
April	$ 563,817	$ 725,956	129%
May	$ 561,352	$ 602,505	107%
June	$ 600,962	$ -	0%
	$ 6,809,100	**$ 6,467,633**	**95%**

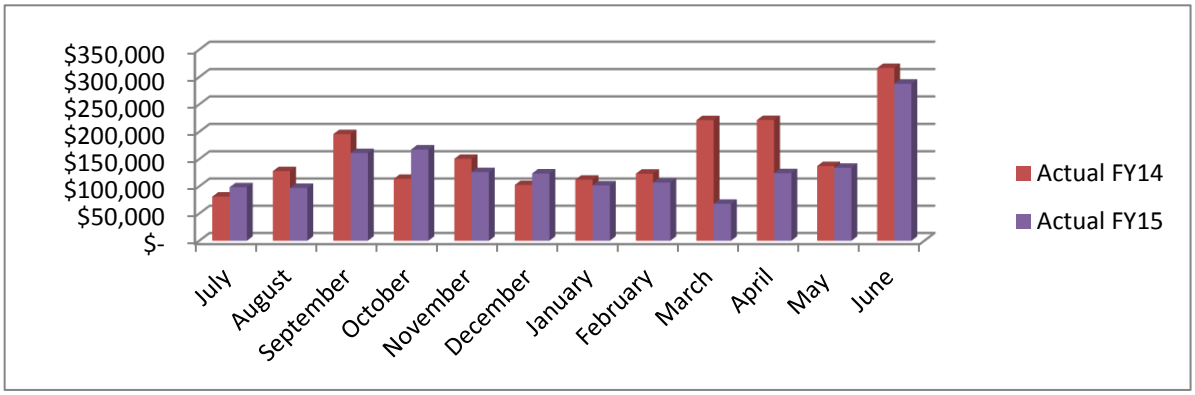
Prior Year vs. Current Year

	Prior Year FY2014	Current Year FY2015	Inc/Dec from Prior Year to Current Year
July	$ 631,877	$ 565,801	$ (66,076)
August	$ 628,640	$ 586,498	$ (42,142)
September	$ 716,096	$ 711,747	$ (4,349)
October	$ 513,320	$ 524,099	$ 10,779
November	$ 518,926	$ 524,404	$ 5,478
December	$ 606,606	$ 658,103	$ 51,497
January	$ 528,397	$ 557,752	$ 29,355
February	$ 498,296	$ 442,099	$ (56,197)
March	$ 569,093	$ 568,669	$ (424)
April	$ 656,754	$ 725,956	$ 69,202
May	$ 503,533	$ 602,505	$ 98,972
June	$ 569,583	$ -	
	$ 6,941,122	**$ 6,467,633**	**$ 96,095**

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Grant Revenue



Budget to Actual FY2015

	Budget14	Actual FY14	Budget FY15	Actual FY15	Actual Revenue % of Monthly Budget
July	$ 176,767	$ 81,096	$ 173,366	$ 98,061	57%
August	$ 176,767	$ 127,744	$ 173,366	$ 96,946	56%
September	$ 208,261	$ 195,614	$ 173,366	$ 160,962	93%
October	$ 176,767	$ 113,711	$ 173,366	$ 167,516	97%
November	$ 222,503	$ 150,353	$ 173,366	$ 126,083	73%
December	$ 176,767	$ 102,402	$ 173,366	$ 123,492	71%
January	$ 176,767	$ 112,085	$ 281,214	$ 101,591	36%
February	$ 176,767	$ 123,056	$ 281,214	$ 106,716	38%
March	$ 176,767	$ 221,112	$ 281,214	$ 67,879	24%
April	$ 176,767	$ 221,326	$ 281,214	$ 124,015	44%
May	$ 176,767	$ 137,177	$ 281,214	$ 133,931	48%
June	$ 176,767	$ 316,361	$ 281,213	$ 287,630	102%
	$ 2,198,429	**$ 1,902,036**	**$ 2,727,478**	**$ 1,594,822**	58%

Prior Year vs. Current Year

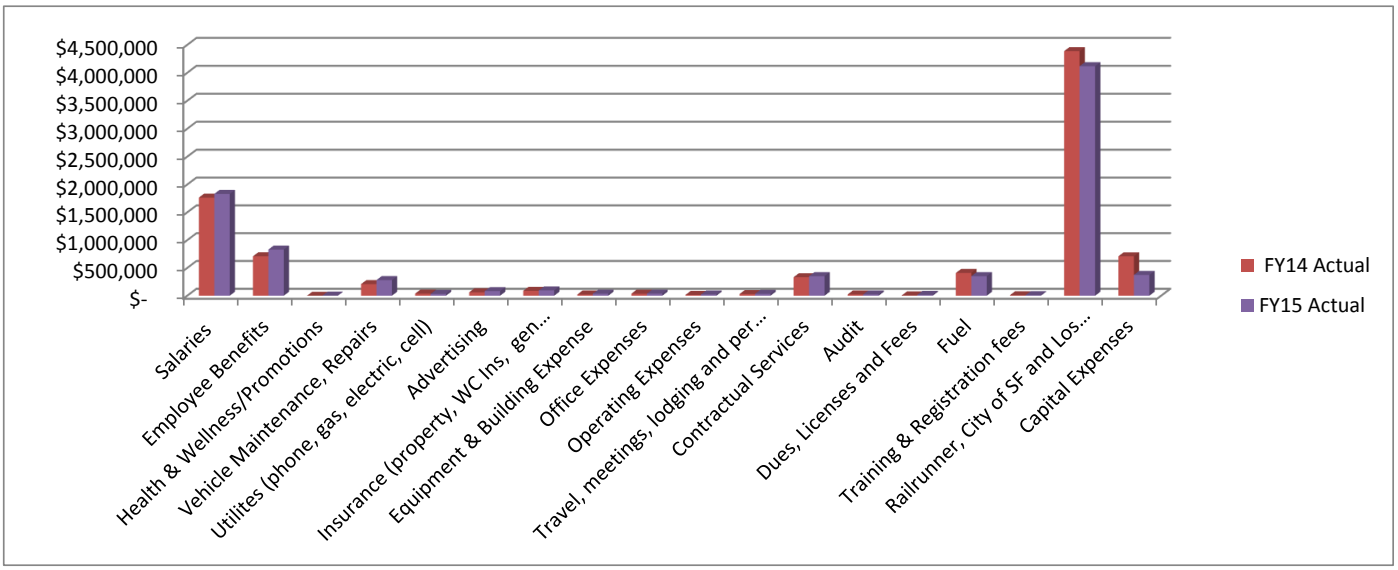
	Actual FY2013	Actual FY2014	Actual FY2015	Inc/(Dec) from Prior Year to Current Year
July	$ 12,892	$ 81,096	$ 98,061	$ 16,965
August	$ 156,324	$ 127,744	$ 96,946	$ (30,798)
September	$ 20,023	$ 195,614	$ 160,962	$ (34,652)
October	$ 98,589	$ 113,711	$ 167,516	$ 53,806
November	$ 84,275	$ 150,353	$ 126,083	$ (24,270)
December	$ 130,478	$ 102,402	$ 123,492	$ 21,090
January	$ 126,499	$ 112,085	$ 101,591	$ (10,494)
February	$ 214,632	$ 123,056	$ 106,716	$ (16,340)
March	$ 275,465	$ 221,112	$ 67,879	$ (153,233)
April	$ 248,497	$ 221,326	$ 124,015	$ (97,311)
May	$ 237,820	$ 137,177	$ 133,931	$ (3,246)
June	$ 351,633	$ 316,361	$ 287,630	$ (28,731)
	$ 1,957,128	**$ 1,902,036**	**$ 1,594,822**	**$ (307,213)**

MONTHLY BOARD REPORT

NCRTD Expenses by Type

As of June 30, 2015

Year to Date Budget Variance 100%



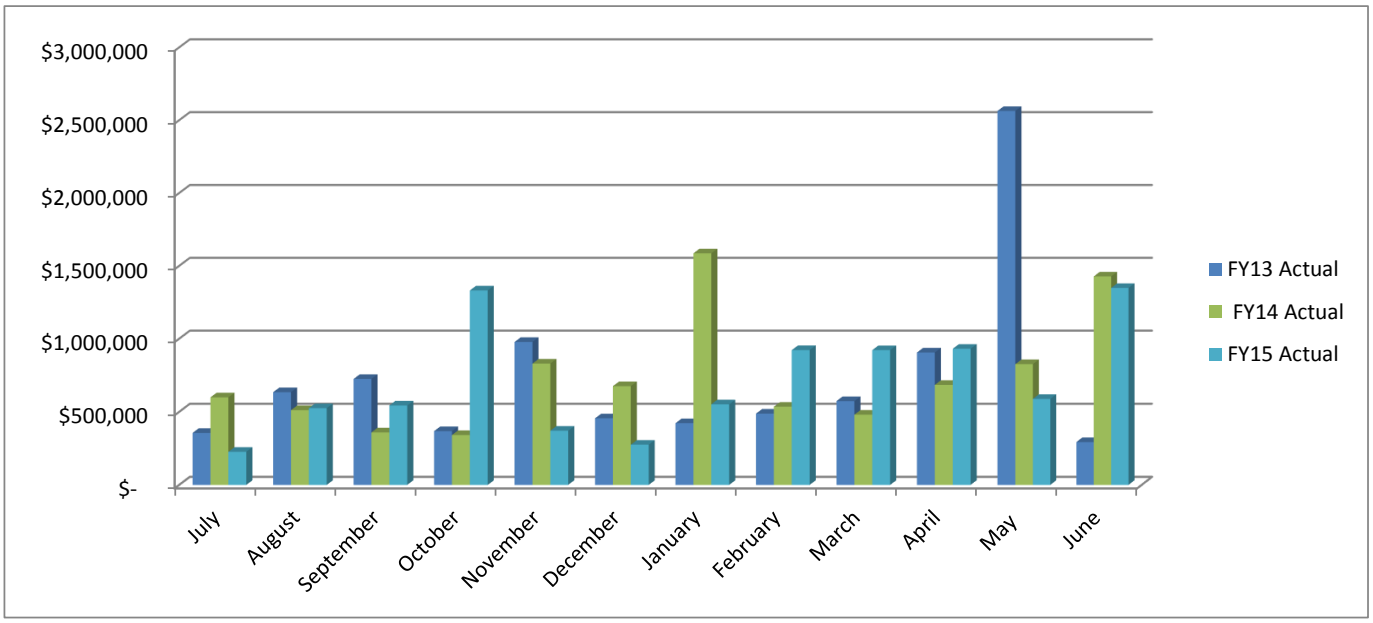
Comparative Expenses by Type

		Budget FY2014	FY14 Actual	Budget FY15	FY15 Actual	Year to Date Budget Variance
1	Salaries	$ 1,902,117	$ 1,764,308	$ 2,093,275	$ 1,831,697	87.5%
2	Employee Benefits	$ 820,232	$ 709,864	$ 853,516	$ 830,082	97.3%
3	Health & Wellness/Promotions	$ -	$ -	$ 12,000	$ 2,555	21.3%
4	Vehicle Maintenance, Repairs	$ 184,920	$ 209,623	$ 216,100	$ 281,344	**130.2%**
5	Utilites (phone, gas, electric, cell)	$ 44,298	$ 38,486	$ 35,172	$ 33,084	94.1%
6	Advertising	$ 70,440	$ 61,715	$ 73,970	$ 82,687	**111.8%**
7	Insurance (property, WC Ins, gen liab, vehicle, ci	$ 135,000	$ 87,589	$ 100,311	$ 95,406	95.1%
8	Equipment & Building Expense	$ 46,036	$ 22,181	$ 57,200	$ 36,443	63.7%
9	Office Expenses	$ 56,470	$ 36,948	$ 265,386	$ 37,336	14.1%
10	Operating Expenses	$ 35,700	$ 15,024	$ 24,160	$ 22,812	94.4%
11	Travel, meetings, lodging and per diem	$ 34,712	$ 30,111	$ 44,088	$ 34,092	77.3%
12	Contractual Services	$ 506,233	$ 333,948	$ 351,223	$ 352,779	100.4%
13	Audit	$ 23,433	$ 23,219	$ 25,000	$ 23,433	93.7%
14	Dues, Licenses and Fees	$ 9,486	$ 5,826	$ 10,666	$ 15,961	**149.6%**
15	Fuel	$ 430,000	$ 410,199	$ 447,723	$ 352,857	78.8%
16	Training & Registration fees	$ 18,513	$ 8,825	$ 13,624	$ 9,087	66.7%
17	Railrunner, City of SF and Los Alamos	$ 4,242,874	$ 4,387,272	$ 4,415,094	$ 4,118,232	93.3%
18	Capital Expenses	$ 1,075,994	$ 709,563	$ 1,474,828	$ 374,409	25.4%
	TOTAL	$ 9,636,458	$ 8,854,701	$ 10,513,336	$ 8,534,297	81.2%

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

NCRTD BUDGET EXPENDITURES OVERALL



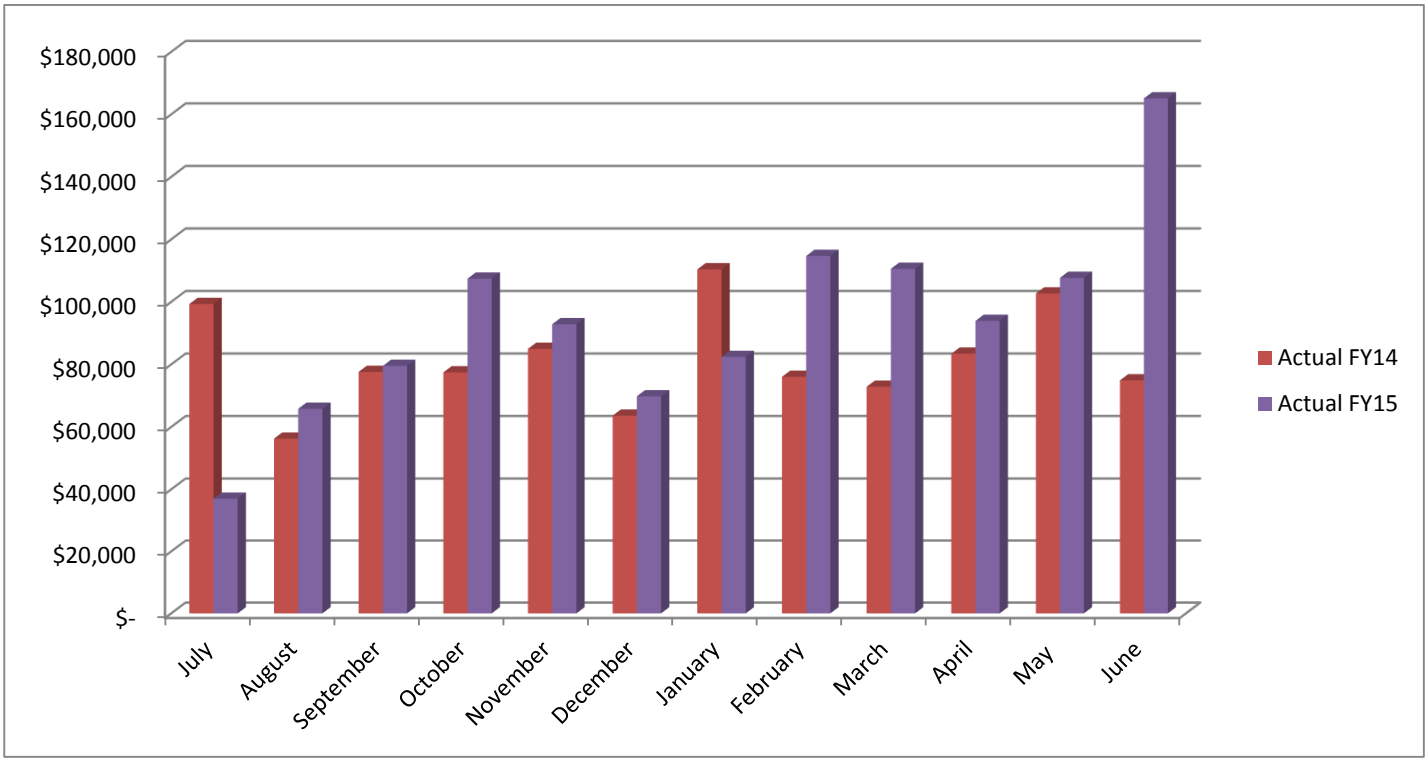
Budget to Actual FY2015

	FY13 Actual	Budget FY2014	FY14 Actual	Budget FY15	FY15 Actual	Inc/Dec of Budget vs Actual	Budget Variance
July	$ 355,735	$ 777,664	$ 598,912	$ 813,327.17	$ 226,528	$ 586,799	**27.9%**
August	$ 634,121	$ 777,664	$ 511,240	$ 813,327.17	$ 524,839	$ 288,488	**64.5%**
September	$ 724,752	$ 809,158	$ 359,189	$ 813,327.17	$ 543,236	$ 270,092	**66.8%**
October	$ 367,785	$ 777,664	$ 341,082	$ 813,327.17	$ 1,331,392	$ (518,065)	**163.7%**
November	$ 977,721	$ 1,030,164	$ 829,750	$ 813,327.17	$ 370,513	$ 442,814	**45.6%**
December	$ 455,530	$ 777,664	$ 675,551	$ 813,327.17	$ 275,029	$ 538,298	**33.8%**
January	$ 422,342	$ 798,164	$ 1,585,995	$ 939,395.17	$ 551,091	$ 388,304	**58.7%**
February	$ 487,459	$ 777,664	$ 534,985	$ 939,395.17	$ 922,081	$ 17,314	**98.2%**
March	$ 573,082	$ 777,664	$ 480,519	$ 939,395.17	$ 921,872	$ 17,523	**98.1%**
April	$ 905,718	$ 777,664	$ 684,123	$ 939,395.17	$ 931,267	$ 8,128	**99.1%**
May	$ 2,563,210	$ 777,664	$ 826,045	$ 939,395.17	$ 588,018	$ 351,377	**62.6%**
June	$ 292,818	$ 777,664	$ 1,427,310	$ 939,397.17	$ 1,348,431	$ (409,034)	**143.5%**
	$ 8,760,274	$ 9,636,458	**$ 8,854,701**	$ 10,516,336	**$ 8,534,297**	$ 1,982,039	**81.2%**

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Administration Expense Summary



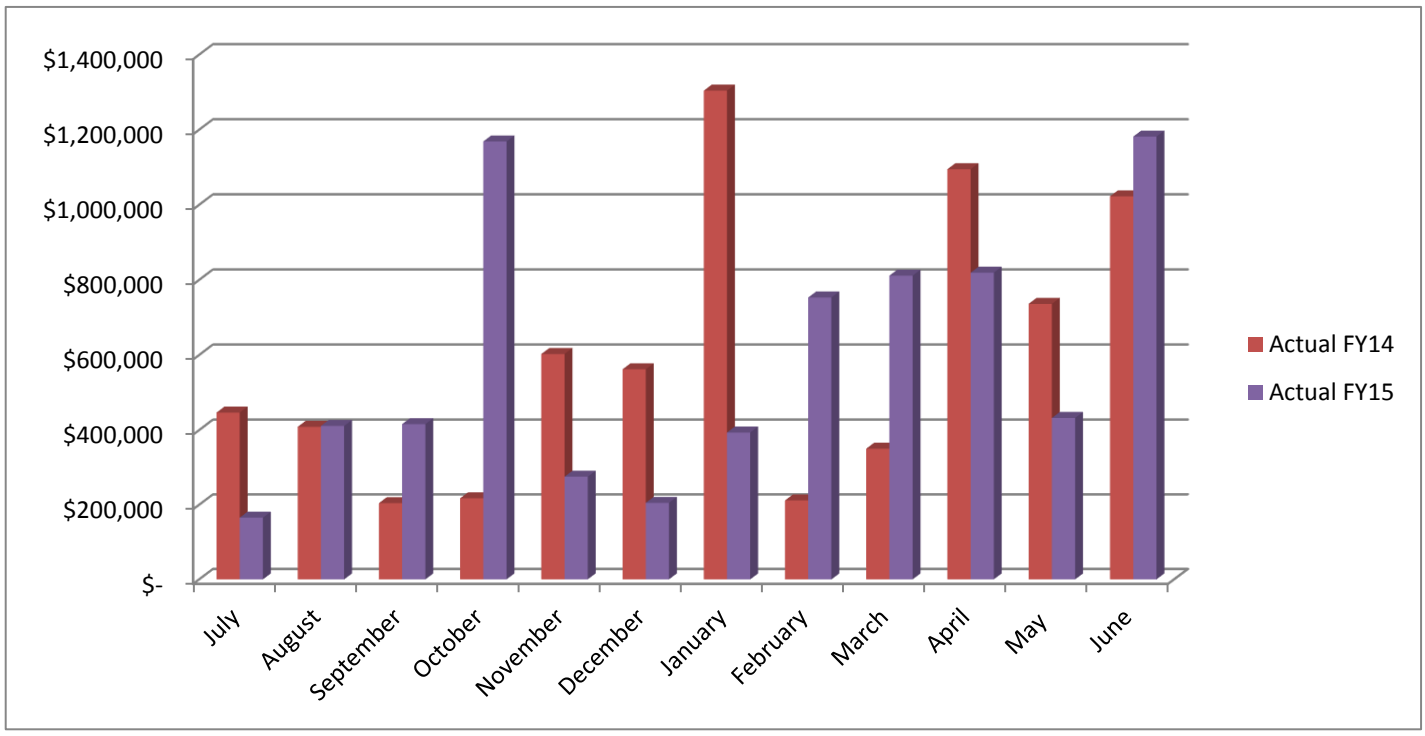
Budget to Actual FY2014/FY2015 Comparative

	Budget FY14	Actual FY14	Budget FY15	Actual FY15	Inc/Dec of Budget vs Actual	Budget Variance
July	$ 102,148	$ 99,342	$ 102,935	$ 36,996	$ 65,939	**35.9%**
August	$ 102,148	$ 56,248	$ 102,935	$ 65,796	$ 37,139	**63.9%**
September	$ 102,148	$ 77,618	$ 102,935	$ 79,531	$ 23,404	**77.3%**
October	$ 102,148	$ 77,447	$ 102,935	$ 107,450	$ (4,515)	**104.4%**
November	$ 102,148	$ 84,993	$ 102,935	$ 92,871	$ 10,064	**90.2%**
December	$ 102,148	$ 63,622	$ 102,935	$ 69,805	$ 33,130	**67.8%**
January	$ 102,148	$ 110,423	$ 108,614	$ 82,409	$ 26,205	**75.9%**
February	$ 102,148	$ 76,028	$ 108,614	$ 114,696	$ (6,082)	**105.6%**
March	$ 102,148	$ 72,862	$ 108,614	$ 110,596	$ (1,982)	**101.8%**
April	$ 102,148	$ 83,438	$ 108,614	$ 93,933	$ 14,681	**86.5%**
May	$ 102,148	$ 102,701	$ 108,614	$ 107,700	$ 914	**99.2%**
June	$ 102,148	$ 74,894	$ 108,614	$ 165,099	$ (56,485)	**152.0%**
	$ 1,225,776	**$ 979,616**	$ 1,269,297	**$ 1,126,883**	$ 142,414	**88.8%**

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Operating Expense Summary



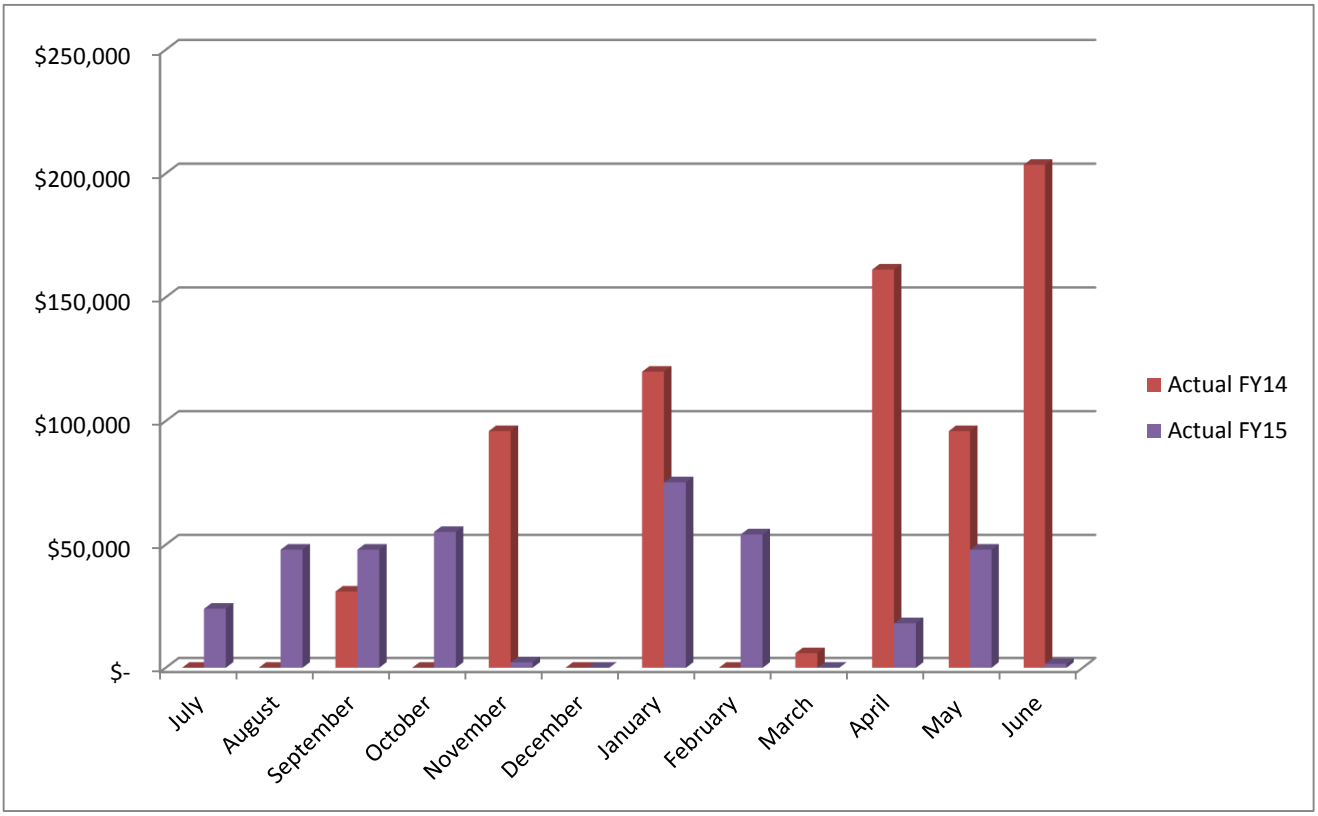
Budget to Actual FY2014/FY2015 Comparative

	Budget FY14	Actual FY14	Budget FY15	Actual FY15	Inc/Dec of Budget vs Actual	Budget Variance
July	$ 611,224	$ 446,665	$ 615,611	$ 165,544	$ 450,067	26.9%
August	$ 611,224	$ 408,580	$ 615,611	$ 411,069	$ 204,542	66.8%
September	$ 611,224	$ 204,531	$ 615,611	$ 415,730	$ 199,881	67.5%
October	$ 611,224	$ 217,465	$ 615,611	$ 1,168,758	$ (553,147)	189.9%
November	$ 611,224	$ 602,638	$ 615,611	$ 275,448	$ 340,163	44.7%
December	$ 611,224	$ 561,929	$ 615,611	$ 205,224	$ 410,387	33.3%
January	$ 611,224	$ 1,304,199	$ 679,757	$ 393,437	$ 286,320	57.9%
February	$ 611,224	$ 211,744	$ 679,757	$ 753,200	$ (73,443)	110.8%
March	$ 611,224	$ 350,376	$ 679,757	$ 811,276	$ (131,519)	119.3%
April	$ 611,224	$ 1,094,811	$ 679,757	$ 819,256	$ (139,499)	120.5%
May	$ 611,224	$ 736,145	$ 679,757	$ 432,325	$ 247,432	63.6%
June	$ 611,224	$ 1,022,562	$ 679,759	$ 1,181,739	$ (501,980)	173.8%
	$ 7,334,688	**$ 7,161,646**	$ 7,772,211	**$ 7,033,005**	$ 739,206	**90.5%**

MONTHLY BOARD REPORT

FY2015 (July 1, 2014 to June 30, 2015)

Capital Expense Summary



Budget to Actual FY2014/FY2015 Comparative

	Budget FY14	Actual FY14	Budget FY15	Actual FY15	Inc/Dec of Budget vs Actual	Budget Variance
July	$ 71,583	$ -	$ 94,781	$ 23,987	$ 70,794	25%
August	$ 103,077	$ -	$ 94,781	$ 47,975	$ 46,806	51%
September	$ 71,583	$ 30,974	$ 94,781	$ 47,975	$ 46,806	51%
October	$ 71,583	$ -	$ 94,781	$ 55,184	$ 39,597	58%
November	$ 236,583	$ 95,949	$ 94,781	$ 2,194	$ 92,587	2%
December	$ 71,583	$ -	$ 94,781	$ -	$ 94,781	0%
January	$ 92,083	$ 119,937	$ 151,023	$ 75,245	$ 75,778	50%
February	$ 71,583	$ -	$ 151,023	$ 54,185	$ 96,838	36%
March	$ 71,583	$ 5,916	$ 151,023	$ -	$ 151,023	0%
April	$ 71,583	$ 161,188	$ 151,023	$ 18,078	$ 132,945	12%
May	$ 71,583	$ 95,949	$ 151,023	$ 47,993	$ 103,030	32%
June	$ 71,583	$ 203,526	$ 151,026	$ 1,593	$ 149,433	1%
	$ 1,075,994	**$ 713,439**	$ 1,474,828	**$ 374,409**	$ 1,100,419	**25.4%**

NORTH CENTRAL REGIONAL TRANSIT DISTRICT (NCRTD)
FINANCE SUBCOMMITTEE

May 22, 2015
9:00 a.m. - 11:00 a.m.

Executive Conference Room
1327 N. Riverside Drive
Espanola, NM 87532

AGENDA

CALL TO ORDER: Tim Vigil, Chair

Roll Call:

ITEMS FOR DISCUSSION/RECOMMENDATION

A. **Discussion and Review of FY16 Compensation Plan and Performance Increase Matrix**
Sponsor: Anthony Mortillaro, NCRTD Executive Director. *Attachment.*

B. **Minutes from April 24, 2015**
Draft Minutes.

MATTERS FROM THE SUBCOMMITTEE

ADJOURN

If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language Interpreter, or any other form of auxiliary aid or service to attend or participate in the hearing of the meeting, please contact the NCRTD Executive Assistant at 505-629-4702 at least one week prior to the meeting, or as soon as possible. Public documents, including the agenda and minutes, can be provided in various accessible formats.

Finance Subcommittee

Meeting May 22, 2015

9:00 a.m.

Board Members Present (Telephonically): *Tim Vigil – Pueblo of Pojoaque, Councilor Pete Sheehey – Los Alamos County, Leandro Cordova - Taos County*

Staff Present: *Anthony Mortillaro – Executive Director, Troy Bingham – Finance Director, Dalene Lucero – Executive Assistant*

Guest(s) Present*:*

Absent: *Commissioner Alex Naranjo - Rio Arriba County, Commissioner Miguel Chavez – Santa Fe County*

Transcribed By: Dalene E. Lucero – Executive Assistant

ROLL CALL

APPROVAL OF AGENDA

CALL TO ORDER

A regular Finance Subcommittee meeting was called to order on the above date by Mr. Vigil at 9:00 a.m.

ITEMS FOR DISCUSSION/RECOMMENDATION

A. Discussion and Review of FY16 Compensation Plan and Performance Increase Matrix

Mr. Mortillaro stated that annually, the Board adopts a Compensation Plan and Performance Increase Matrix. However, prior to it being adopted by the Board, it is also presented to the Finance Subcommittee for review. He continued, stating that the FY16 Compensation Plan is very similar to last years' documents in terms of the structure.

Mr. Mortillaro stated that in fiscal year 2014 the district budgeted for a 3.5% increase in compensation and pay indexed benefit costs. For fiscal year 2015 the same amount had been placed in the budget for compensation increases. For FY 2016 the Compensation Plan proposed a 3% overall budgetary impact in compensation costs, an adjustment of some pay ranges and reclassification changes that were outlined in the Budget summary. Mr. Mortillaro noted that this only pertained to non-represented employees, stating that the represented employees under the Collective Bargaining Agreement are set to receive a two (2) percent across the board increase and are not eligible for any increases based on performance. Whereas non-represented employees are.

Mr. Cordova joined the conference via telephone.

Mr. Mortillaro went on to reference page three (3) of the packet, stating that the changes in the FY2016 Compensation Plan were highlighted in yellow. He noted that the Projects and Grants Specialist position had been reclassified to a Planning, Projects and Grants Manager; this position

has been placed in a pay scale similar to the Public Information Officer. The Regional Transit Planner position is a newly added position that has been placed in the same pay scale as the Marketing and Communications Specialist; they have similar experience and degree requirements. Furthermore, the Fleet Mechanic is also that of a new position as a result of the Town of Taos Chile Line consolidation; the pay scale has been aligned with the Facilities Maintenance Specialist.

Mr. Mortillaro noted that there were no further adjustments at this time. The last compensation survey was conducted in July, 2013. Prior to that date a compensation study had not been undertaken since 2007. The District will be undertaking a compensation survey in FY 2016; only those changes that are deemed to be necessary have been made. It is likely that the survey once completed may have recommendations for other modifications, however those would be considered by the Board at a future date.

Mr. Vigil asked Mr. Mortillaro if he had any luck with the HR position since the last Board meeting.

Mr. Mortillaro stated that the position had not been advertised at all, it did however, remain posted on the NCRTD website. There have been a couple of applications come in since then, but the District has not acted on them at this point and time. The range for Human Resources Director has been upgraded based upon the difficulty we have had in recruiting for this position.

Mr. Vigil asked if there were any other questions from the other members.

Councilor Sheehey referenced the Performance Increase Matrix, stating that he knew the District had done the same thing last year, stating that if the employees are short to achieving expectations, employees do not get a raise, and employees who exceed expectations receive a raise. He noted that because the health care costs were expected to increase this year, if someone did not receive a raise at all they will experience a drop in take home pay. Councilor Sheehey asked what kind of percentage in employees would not be expected to receive an increase and would receive a drop in take home pay.

Mr. Mortillaro mentioned that the Performance Matrix only pertained to the non-represented employees; currently this was comprised of about seven (7) employees from Administration and about four (4) or five (5) from Operations totaling about twelve (12) or thirteen (13). In FY 15 the Performance Increase Matrix was evolved to provide for a differentiation of performance increases tied to certain performance scores; in the previous year it has been less refined. Mr. Mortillaro stated that it gets the message across that you have to meet your performance goals and criteria in order to see an increase. So far for FY 15, two employees were deemed to be performing below the threshold for an increase and received none, one employee received the full 4% for outstanding performance and several others have ranged from 2.5% to 3% based upon their performance scores. Not all performance reviews have been conducted for the fiscal year, but several more are upcoming.

Councilor Sheehey agreed and noted that it was fair. He then asked if there was a change in PERA contributions for this year.

Mr. Mortillaro stated there were none. Last year the District increased their PERA contributions substantially; employees only contribute about five (5) percent out of the twenty (20) percent of total contributions. The District covers approximately fifteen (15) percent.

Councilor Sheehey stated that everyone got a large increase in take-home pay.

Further discussion continued on this item.

Mr. Vigil asked if there were any further questions.

Mr. Cordova asked if the District was considering making the Compensation Plan for a three (3) year term. He noted that it seemed like once the compensation plan was actually implemented it really is about a three (3) year process. Mr. Cordova continued, stating that it seems like the District is pushing themselves to start over while still implementing the last plan.

Mr. Mortillaro stated that the Compensation Plan done in 2013, as soon as the Board adopted it was implemented. It really didn't increase anybody's compensation because most everyone was over and above the new minimum pay scale—the new entry rate of pay for the non-represented positions. He noted that at the end of the day there was only one position that was increased because they fell slightly below the new minimum, but it wasn't a big increase for them. It will be three years by the time the new Compensation Study is done, but from an implementation standpoint it doesn't take very long, provided that the recommendations are to move any employees up to the minimum of the pay scale if they fall below the new minimum. Mr. Mortillaro stated that he did not believe there had been much of a delay at all when it came to implementation.

There were no further comments.

Councilor Sheehey made a motion to forward the Compensation Plan and Performance Increase Matrix to the Board for approval. Mr. Cordova seconded the motion and it passed by unanimous voice vote (3-0).

B. Minutes from April 24, 2015

Councilor Sheehey made a motion to approve the minutes from April 24, 2015. Mr. Vigil seconded the motion and it passed by unanimous voice vote (3-0).

MATTERS FROM THE SUBCOMMITTEE

ADJOURN

The Finance Subcommittee meeting was adjourned at 9:18 a.m.

The next Finance Subcommittee meeting will be held on July 24, 2015 at 9:00 a.m.

EXECUTIVE REPORT

July 2015

EXECUTIVE

- Reviewed and edited final long range plan draft.
- Continued weekly implementation meetings for Mountain Trail Route logistics.
- Developed analysis of Taos Ski Valley cost and service plan.
- Continuing Taos Consolidation land acquisition process.
- Continued review and discussion of outstanding site property issues with Attorney and Land Use consultant.
- Drafting of EEO Policy.
- Updated Budget documents and message for FY 16.
- Attended meeting with City of Espanola staff and attorney to resolve outstanding roadway issues.
- Attended Mountain Trail Route public comment meetings.
- Meeting with Village of Taos Ski Valley regarding Chile Line services.
- Attended MPO TCC meeting.
- Attended via conference call APTA Small Operations Committee.
- Attended NMTA monthly Board of Directors meeting.
- Met with Attorney and Staff regarding various legal issues and associated documents.
- Prepared Board and Finance Subcommittee meeting materials.
- Met weekly with Board Chair Barrone on various issues.
- Continued review, revision and creation of various NCRTD policies.
- Maintained continuous communication with board members, subcommittee members, and Chair.
- Attendance at various NCRTD staff and subcommittee meetings, including Board, Finance and Tribal subcommittees meeting.
- Addressed a variety of employee human resources issues and prepared memorandums to document district actions.

MARKETING/PUBLIC INFORMATION

- Media stories on the handover of the Chile Line to the RTD appeared in the Taos News, Los Alamos Daily Post, Valley Daily Post, Round the Roundhouse and the national trade newsletters/magazines, Passenger Transport Express and Mass Transit Magazine
- Submitted a story on the consolidation of the Chile Line for inclusion in the NMTA Summer newsletter
- A Mountain Trail route stakeholders Meeting and Community meeting were organized and held to seek comment on routing and stops for the new route
- A meeting was held with Ski Santa Fe prior to the Stakeholders Meeting to discuss marketing plans for the route
- Press releases were issued regarding the July 4th holiday and stakeholder and community meetings

- A Blue Bus Times Summer issue was completed to be distributed in early August
- Annual advertising programs were set with the Santa Fe New Mexican, Los Alamos Monitor, Taos News (online and print), KSWV Radio, DMC Broadcasting, SantaFe.com, KDCE Radio, Green Fire Times
- Developed and printed a Pojoaque/Nambe Dial-A-Ride postcard to be mailed out at beginning of August. A similar flier was created and distributed to businesses and public places around Pojoaque
- Meetings were held with Comcast to investigate the feasibility of developing a cable commercial campaign with them
- Excellent RTD logo exposure was provided by the International Folk Art Alliance to express their gratitude for sponsorship provided by the Regional Transit GRT to fund the shuttle buses to the International Folk Art Market and operated by Santa Fe Trails bus system
- Developed, printed and distributed a tourism rack card for our service to Chama from Santa Fe and Taos
- Tourism rack cards developed for Santa Fe to Ojo Caliente, Santa Fe to Chimayo, Santa Fe to Madrid and Taos to Red River
- Designed, finalized and printed RTD business cards to provide for a clean and consistent look for RTD senior staff
- Provided various updates and rider alerts to ncrtd.org throughout the month
- KDCE – 950 AM radio in Espanola, :30 sec radio spot and sponsorship of the 7:30 AM news ran 17 days in July excluding Saturdays and Sundays
- KSWV 810-AM in Santa Fe, :30 sec spot ran 20 times in July as well as 30 :20 sec promos announcing RTD sponsorship during the 7:30 AM ½ hour
- KTAOS 101.9 FM in Taos, 14 :30 sec radio spots ran each week in July
- A series of 30-second spots in English and Spanish ran on KXMT in Taos
- Two banner ads ran in June in the Santa Fe New Mexican and Los Alamos Monitor. Two 1/8 page ads ran in the Rio Grande Sun. The Taos News ran four quarter page ads announcing the consolidation of the Chile Line
- Ads ran in the Green Fire Times and Chama Valley Times

SERVICE DEVELOPMENT

- June 2015 5311 Ridership Report
- Participated in the Employee Recognition Committee; contributed to selection of Above and Beyond recipient
- Rode with District 5 NMDOT to locate new bus stops and assess optimal position, multiple stop locations identified throughout routing in town and up mountain
- Assisted Public Information Office with setup and breakdown for the NCRTD/Chile Line conveyance event
- ITS AVL/CAD project work including:
    - Oversight of ongoing tweaks and improvements to schedule, routing and map
    - QR code sign implementation coordination
- TAP FY14 and FY15- weekly conference calls to update; participated in

90% plan review and PS&E review; awaiting final go ahead from NMDOT/FHWA to proceed to next phase
- Continued discussion with Santa Fe National Forest about Mountain Trail route and ROW, use of federal lands, special use permit
- Facilitated stakeholder and public meetings to provide information and garner input on Mountain Trail draft routing
- Discussed logistics and provided operational details to Ski Santa Fe
- Met with City of Santa Fe representatives regarding Fort Marcy and its potential use as a Park & Ride
- Submitted final version of FY17 ICIP (based on NCRTD CIP)
- Reviewed Planner applications, worked with Executive Director to determine best applicants; created first round interview questions; participated in first round of interviews
- Involved in Long Range Plan project discussions and brainstorming regarding NCRTD goals, mission, objectives
- Met with Taos Pueblo to discuss existing bus stop placement as well as potential options for new stops in the future
- Involved in discussions with the Village of Taos Ski Valley regarding transit service
- Worked with Taos County on a new service request to the areas of Valdez, Arroyo Seco and Des Montes

OPERATIONS

- Commenced the NCRTD operations of the Taos Chile Line.
- Worked with management team on long range plan.
- Worked with Executive Director and team on the, Mountain Trail Route routes.
- Hired and trained 2 new drivers for Espanola and a CSR for Taos.

Performance Measures

for

Fiscal Year 2015

June 2015

Performance Measures for Fiscal Year 2015

The performance measures that were developed are designed to provide data that can be evaluated in a logical manner. It allows the District to identify areas in which its performance may need to be improved and to understand the characteristics and factors that impact that performance. In addition, to the extent feasible a peer comparison or a benchmark has been included as available or appropriate. This performance data is important since many times the District's costs, efficiencies and productivity is not measured against any benchmark or standard or attempts are made to compare it against systems that bear no similarities in mission, complexity or service area. Therefore, the data presented should provide some context in which to assess the District and its efforts to deliver services based upon its mission, goals and objectives."
The report data collected is grouped into 3 areas: Administrative, Fleet and Customer Related:

1. **Administrative:**
   - **A. Ridership, All Funded Routes**
   - **B. Ridership, NCRTD Operated Routes**
   - **C. Monthly Expenditures**
   - **D. Cost Per Mile**
   - **E. Cost Per Trip**

2. **Fleet:**
   - **A. Vehicle Back Up Ratio**
   - **B. Average Vehicle Age**
   - **C. Percentage of "On-Time" PM / Inspections**
   - **C. Accidents, Major/Minor Tracking**

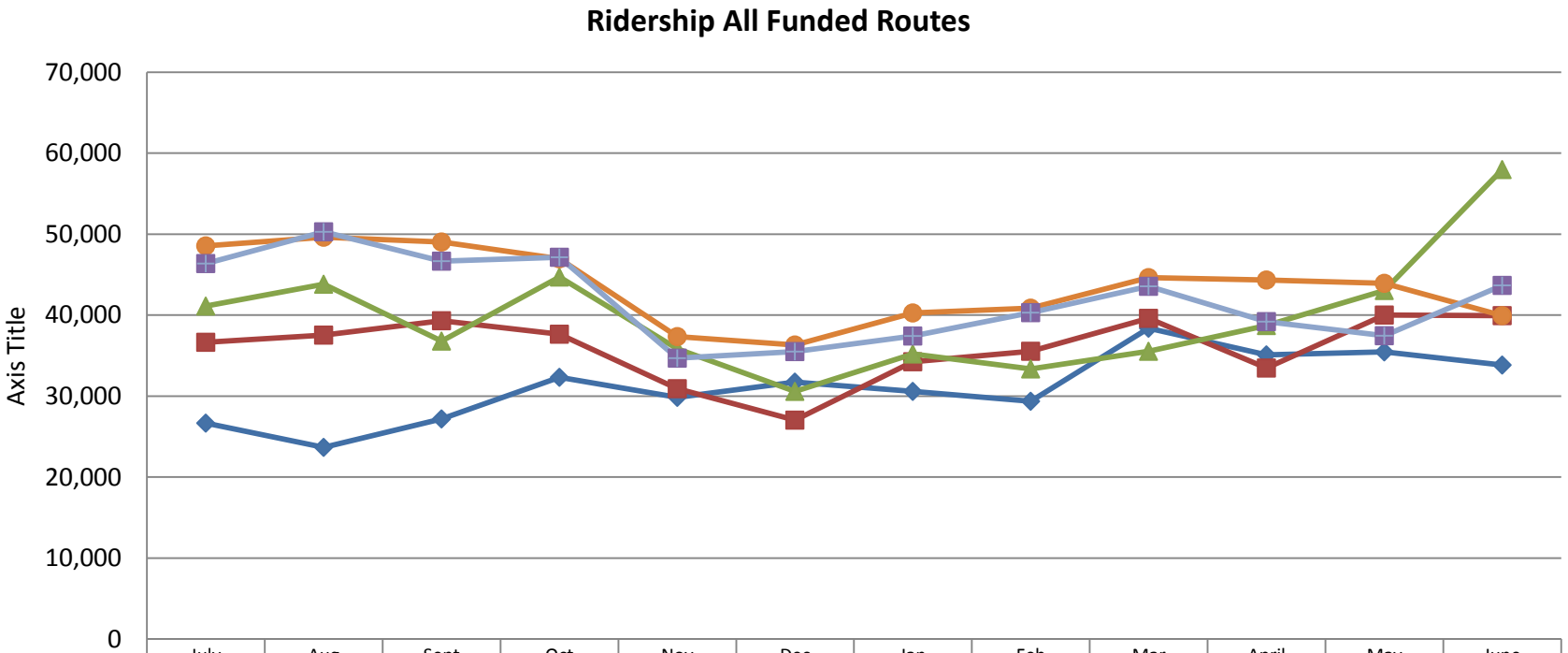
3. **Customer Relations:**
   - **A. Complaints**
   - **B. Incidents**

The In-state/local comparable is Sandoval/Valencia Counties which are operated by the Rio Metro Regional Transit District. This benchmark/peer entity was chosen since they are within New Mexico and somewhat similar to rural transit service. The FTA benchmarking data used originates from the Rural Transit Fact Book 2014. The data is for 2012 in FTA Region 6, rural providers which includes New Mexico, Texas, Oklahoma, Arkansas and Louisiana.

Performance Measure - Administrative:

Ridership Tracking of All NCRTD Funded Routes

Tracking ridership is the #1 way a public transportation agency can gauge its effectiveness of the service it provides. Ridership data for all routes funded by the NCRTD are collected by City of Santa Fe and Los Alamos County. This data is forwarded and combined with the data from the District's operated routes. These numbers are then compiled into a monthly ridership report. This measurement tracks the number of one way trips taken on all the routes within the district. This graph shows the NCRTD combined total ridership numbers, and compares them each month, identifying any increases or decreases in the number of monthly trips. This also indicates how well the regional district is continuing to address the issue of accessible mobility by routes that are in areas where there is public demand. Sandoval/Valencia counties are used local/in-state comparison benchmark, as they are similar in service but smaller in size: a two county service of the Rio Metro Transit District.

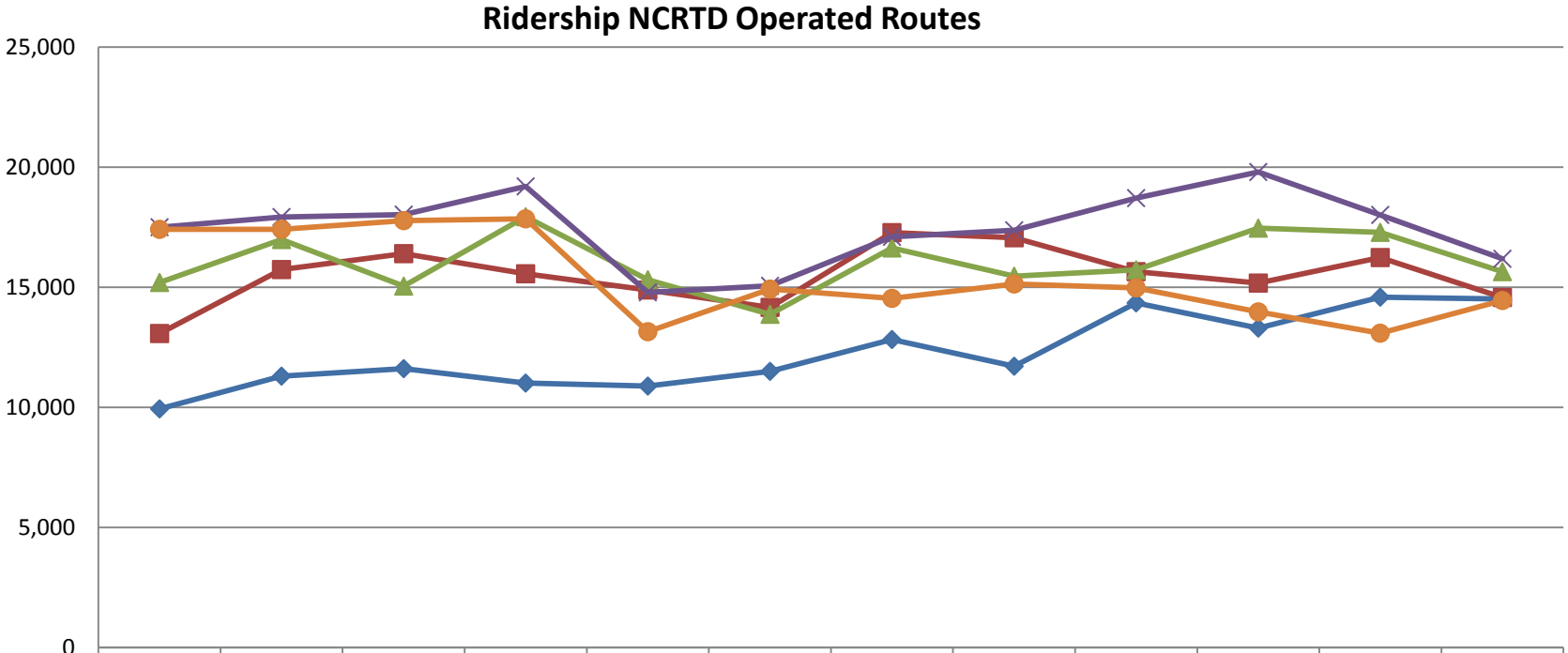


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
FY 10-11	26,655	23,679	27,202	32,325	29,835	31,743	30,570	29,368	38,395	35,114	35,480	33,845
FY 11-12	36,666	37,522	39,298	37,650	30,923	27,051	34,236	35,541	39,611	33,474	40,027	39,942
FY 12-13	41,135	43,836	36,784	44,720	35,825	30,576	35,214	33,352	35,549	38,724	43,060	57,985
FY 13-14	48,552	49,624	49,034	46,976	37,369	36,320	40,271	40,871	44,627	44,335	43,930	39,934
FY 14-15	46,374	50,295	46,680	47,164	34,702	35,509	37,422	40,320	43,563	39,195	37,447	43,676

Performance Measure - Administrative:

Ridership Tracking of NCRTD Operated Routes

This ridership data is collected by the NCRTD drivers for all routes operated by the District. This includes 20 fixed and commuter routes as well as the demand response routes. Totaling the number of one way trips on NCRTD routes, allows staff to evaluate effectiveness and to ensure that the service is reaching areas in the district that have high demand for accessible mobility. Sandoval/Valencia counties were selected as a local/in-state comparison benchmark.



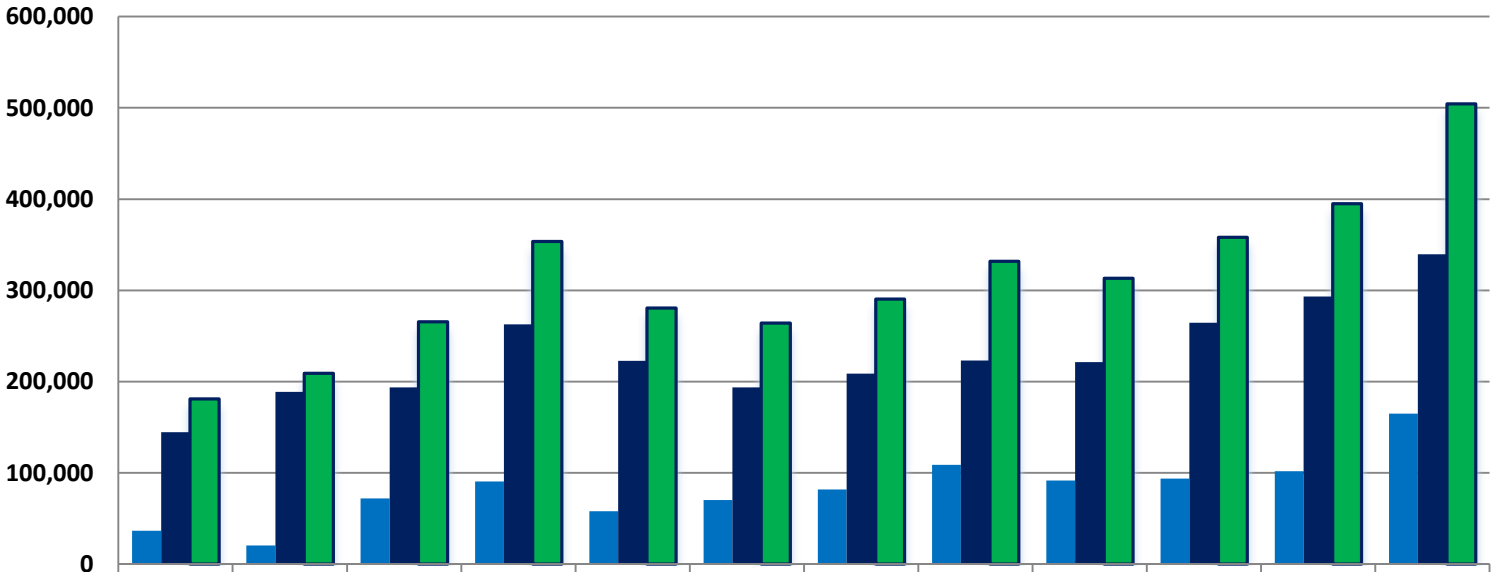
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	April	May	June
FY 10-11	9,942	11,300	11,614	11,011	10,885	11,504	12,824	11,709	14,356	13,299	14,586	14,516
FY 11-12	13,081	15,739	16,397	15,567	14,886	14,167	17,274	17,071	15,650	15,178	16,244	14,573
FY 12-13	15,200	16,995	15,052	17,943	15,317	13,872	16,642	15,471	15,729	17,465	17,285	15,653
FY 13-14	17,504	17,934	18,033	19,205	14,792	15,069	17,102	17,380	18,719	19,804	18,021	16,187
FY 14-15	17,415	17,419	17,781	17,855	13,155	14,933	14,545	15,134	14,977	13,983	13,087	14,447

Performance Measure - Administrative:

Monthly Expenditures for Administrative and Operating

The NCRTD's Finance Department provides the administrative and operating expenses in a monthly budget status report. It is important to measure the expenditures to maintain a balanced budget, as well as tracking the administrative and operating margins. This data is used in determining the cost per trip and the cost per mile. Tracking the budget and monitoring operational costs allows management to target specific dollar amounts when creating future budgets and requesting federal funding from the NM Department of Transportation.

Monthly Expenditures FY 13-14

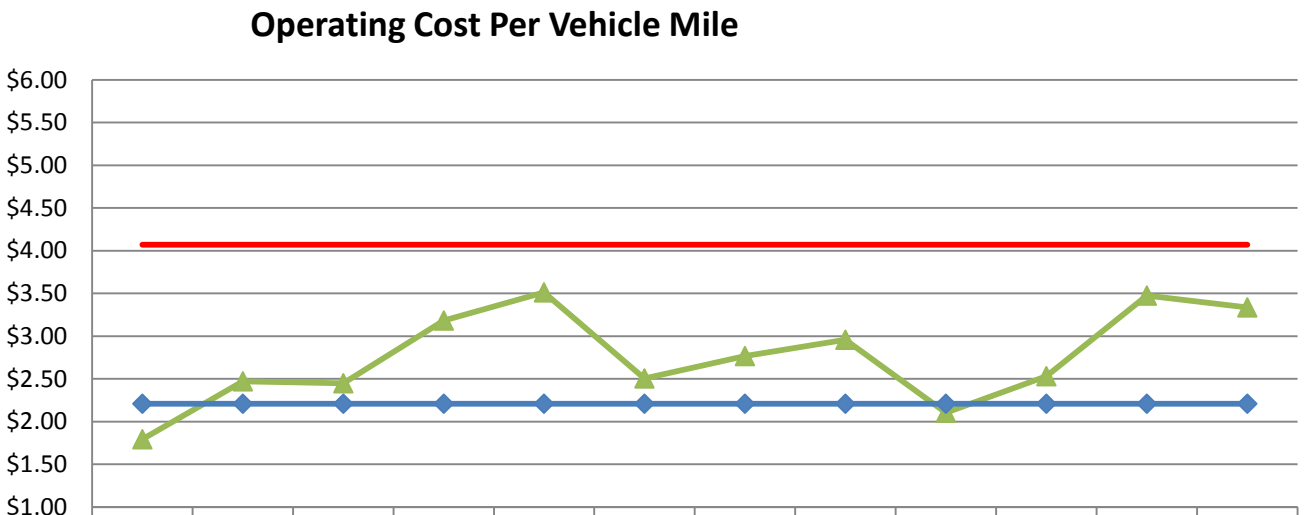


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
Admin	$36,674	$20,438	$72,053	$90,731	$57,990	$70,179	$81,812	$108,711	$91,835	$93,933	$101,676	$165,099
Operating	$144,466	$188,698	$193,661	$262,769	$222,771	$193,855	$208,691	$223,056	$221,261	$264,372	$293,157	$339,410
Total	$181,140	$209,136	$265,714	$353,500	$280,761	$264,034	$290,503	$331,767	$313,096	$358,305	$394,833	$504,509

Performance Measure - Administrative:

Operational Cost per Vehicle Mile

Cost per vehicle mile is the total operating costs per month in relation to the total vehicle miles per month traveled on NCRTD routes. The mileage data is logged daily for each route and compiled into a monthly report. Monthly operating costs are obtained from the Monthly Expenditures (chart above) and the number of miles travelled for NCRTD operated routes. As a cost efficiency measure, operating costs per vehicle mile assesses the financial resources needed for the District's route operations. This measurement is a beneficial tool for the planning and operation's departments. The NM Department of Transportation uses this as one of their performance measures in the state-wide transit guide published annually. Additionally this is used when NMDOT evaluates a transit system for the state-wide awards of 5311 funding. This is a management tool to track our cost per mile vs. the amount of budget being spent to operate a particular route as well as collectively for all routes. Sandoval and Valencia counties' annual average are used as a local/in state comparable benchmark, even though their system is smaller than NCRTD. Data from the **2014*** Rural Transit Data Fact Book, specifically FTA's District 6 (our district) annual cost per mile is included as a benchmark**. *This Data from 2104 Rural Transit Data Fact Book has been revised for the FY15 year.**

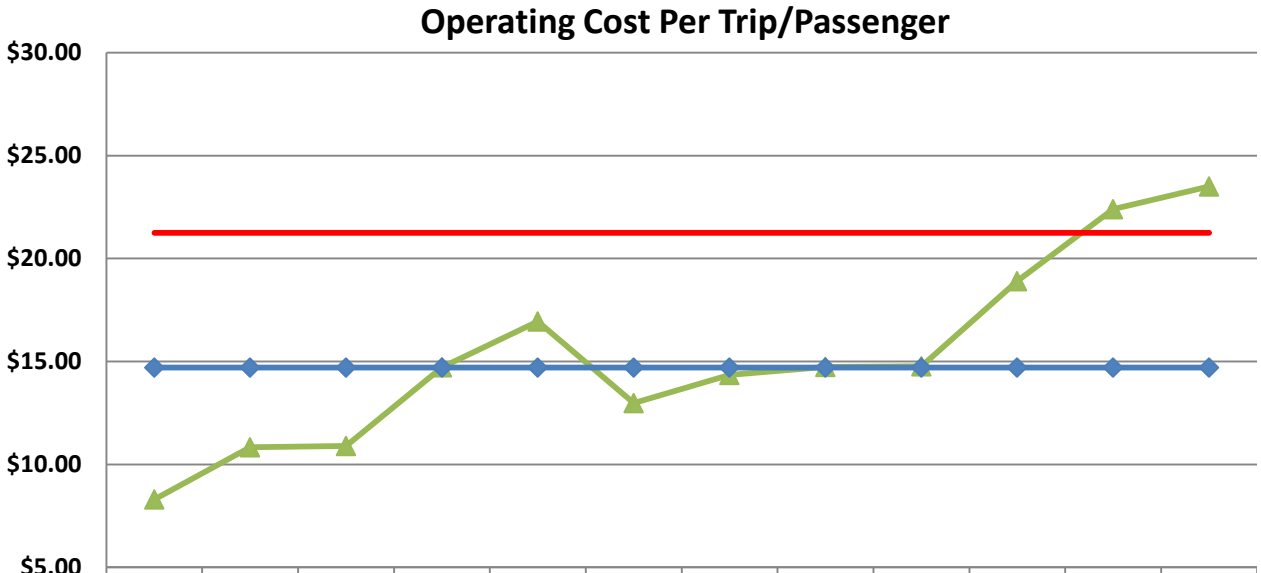


	1	2	3	4	5	6	7	8	9	10	11	12
Monthly Cost per Mile	$1.79	$2.47	$2.45	$3.18	$3.51	$2.50	$2.77	$2.96	$2.10	$2.53	$3.47	$3.34
Sandoval/Valencia	$4.07	$4.07	$4.07	$4.07	$4.07	$4.07	$4.07	$4.07	$4.07	$4.07	$4.07	$4.07
Region 6 Total Cost Per Mile	$2.21	$2.21	$2.21	$2.21	$2.21	$2.21	$2.21	$2.21	$2.21	$2.21	$2.21	$2.21

Performance Measure - Administrative:

Operating Cost per Trip

When transit data is collected, passengers, riders and rides are counted and referred to as “trips.” One passenger can generate several trips in a day, and these are counted individually. Example, a particular rider may board in Questa (1 trip) and transfer to the Taos to Espanola bus (1 trip) and again transfer to the Santa Fe bus in Espanola (1 trip) for a total of three trips. The cost per trip is computed on a monthly basis by dividing the monthly operating costs from the Monthly Expenditures (chart above), by the total monthly number of trips (ridership). NM Department of Transportation uses this as one of their performance measures to the state-wide transit guide published annually. Additionally this is used when NMDOT evaluates a transit system for the state-wide awards of 5311 funding. This is a management tool to track our cost per trip vs. the amount of budget being spent to operate a particular route as well as collectively for all routes. Sandoval and Valencia counties’ annual average are used as a local/in state comparable benchmark, even though their system is smaller than the NCRTD. Data from the **2014*** Rural Transit Data Fact Book, specifically FTA’s District 6 (our district) annual cost per trip is included as a benchmark. **. *This Data from 2104 Rural Transit Data Fact Book has been revised for the FY15 year.**

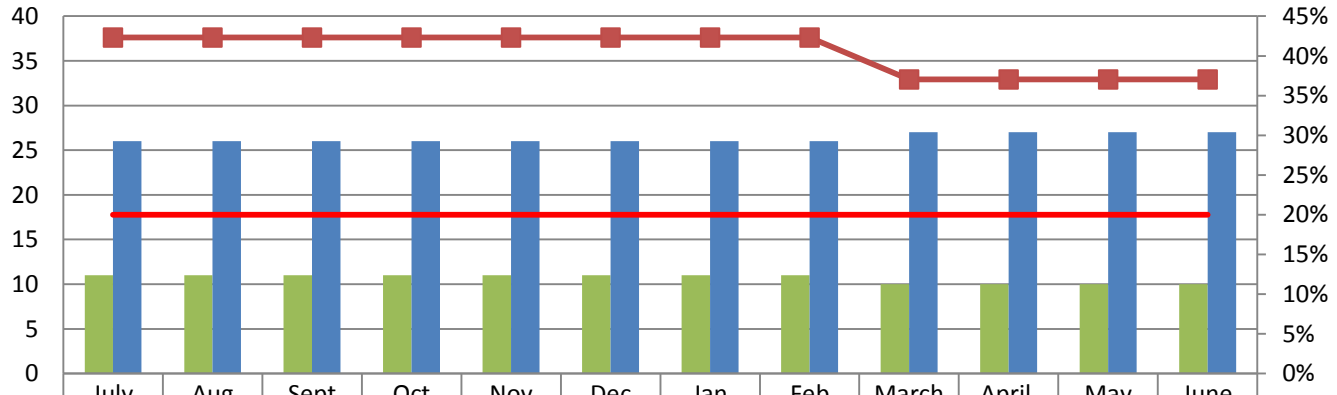


	1	2	3	4	5	6	7	8	9	10	11	12
Monthly Cost per Trip	$8.30	$10.83	$10.89	$14.72	$16.93	$12.98	$14.35	$14.74	$14.77	$18.91	$22.40	$23.49
Sandoval/Valencia	$21.24	$21.24	$21.24	$21.24	$21.24	$21.24	$21.24	$21.24	$21.24	$21.24	$21.24	$21.24
Region 6 Total Cost Per Trip	$14.70	$14.70	$14.70	$14.70	$14.70	$14.70	$14.70	$14.70	$14.70	$14.70	$14.70	$14.70

Spare Vehicle Ratio/Combined all Vehicles

FTA defines the spare ratio as the percentage of spare vehicles in comparison to the number of vehicles required for annual maximum service. Recommended FTA spare vehicle ratio is 20% for fleets over 50 vehicles. NCRTD's fleet totals 35 and is exempt from this guideline but it is a good benchmark to keep in place. With an annual maximum service of 27 and a backup fleet of 8, the backup ratio is 30%. This higher number is needed and reasonable due to the variety of passenger seating requirements for specific routes throughout the District. These backup vehicles ensure consistent coverage of all routes when vehicles are off line due to routine maintenance or unexpected breakdowns.

Spare Vehicle Ratio/Combined All Vehicles

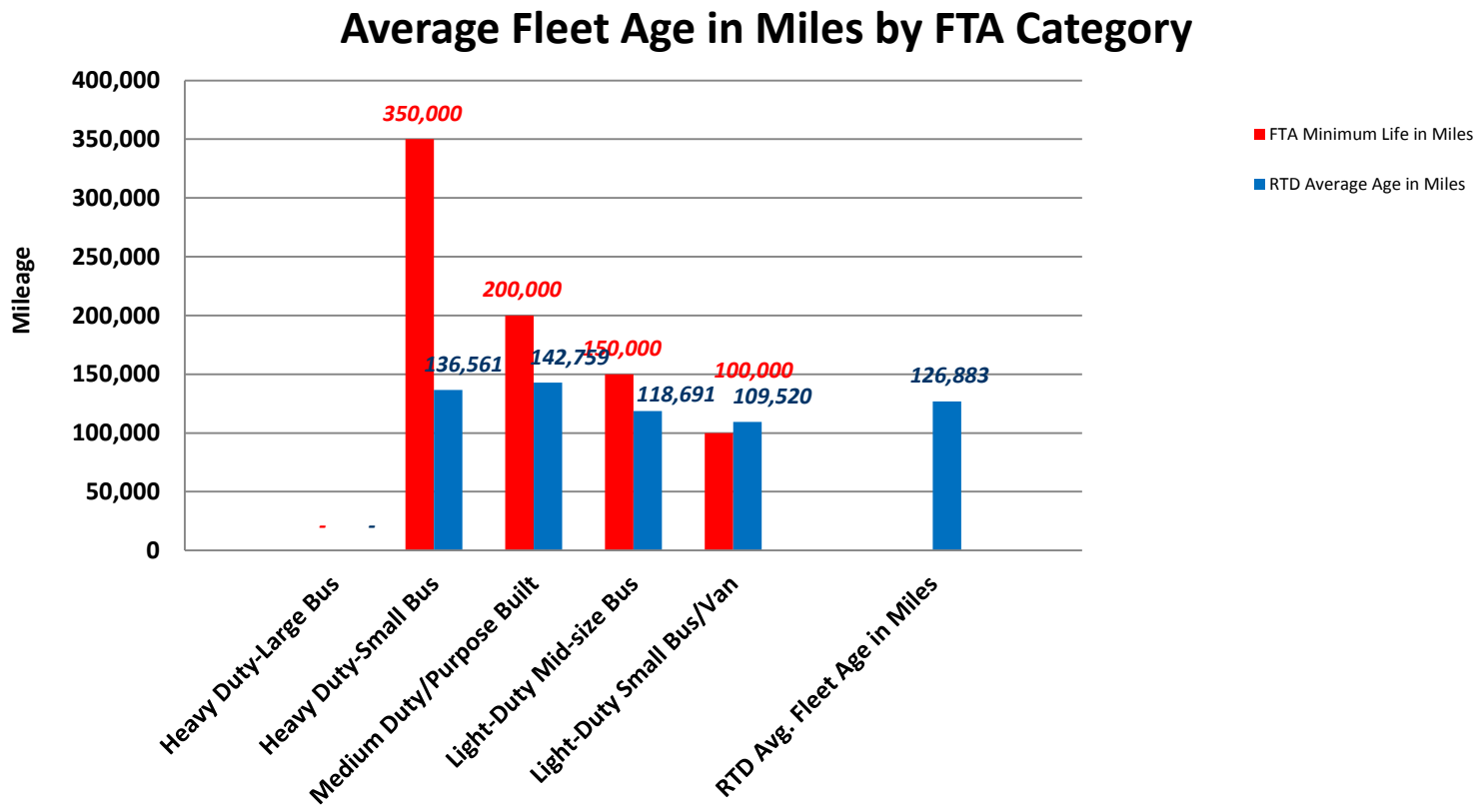


	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
Spare Vehicles	11	11	11	11	11	11	11	11	10	10	10	10
# Needed to run	26	26	26	26	26	26	26	26	27	27	27	27
Spare Ratio	42.31%	42.31%	42.31%	42.31%	42.31%	42.31%	42.31%	42.31%	37.04%	37.04%	37.04%	37.04%
Recommended	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%	20.00%

Performance Measure - Fleet:

Average Fleet Age

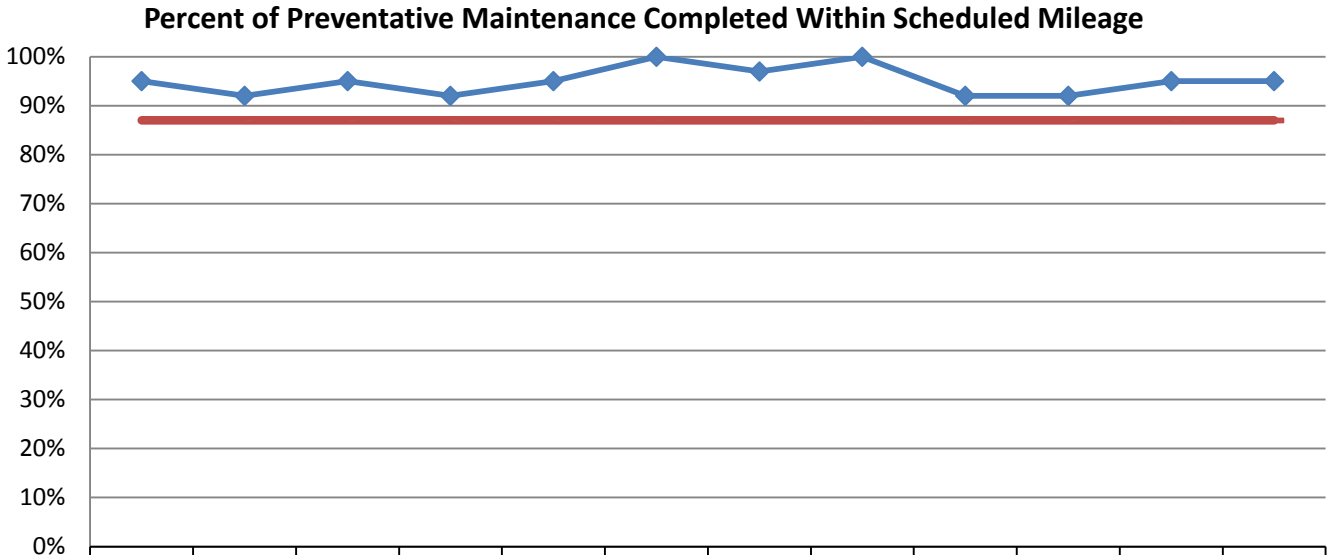
The FTA allows the use of years or mileage to attain usable life. The District uses mileage rather than the year of manufacture because of the large area of the district and the high number of miles traveled on an annual basis. This compares the age of specific kind of vehicles by mileage in accordance to the FTA guidelines. This is useful in fleet replacement planning. The numbers will vary month to month as mileages increase and old vehicles are replaced by new.



Performance Measure - Fleet:

Percentage of "On-Time" PM / Inspections

The federal benchmark for the percentage of "on-time" preventative maintenance (PMs) and inspections for the fleet is 87%. Inspections are required to be conducted within certain mileage timeframe by vehicle manufacturers for the various sizes of vehicles. Manufacturer's recommended maintenance schedules may range in mileage due to the component makeup of a particular vehicle. The FTA recommends they be conducted within the manufacturer's recommended maintenance schedule. However, as a sub recipient of NMDOT we are allowed varied standards as approved by NMDOT. With the variety of sizes and component makeup of District vehicles, we have determined and hold to a standard of 6000 mile intervals for the light and medium gasoline powered fleet and 7000 miles for the diesel powered medium-heavy fleet. This ensures frequent safety inspections and PM services at reasonable intervals that result in a more dependable and safer fleet. This data is collected and tracked by the Fleet Maintenance Manager.



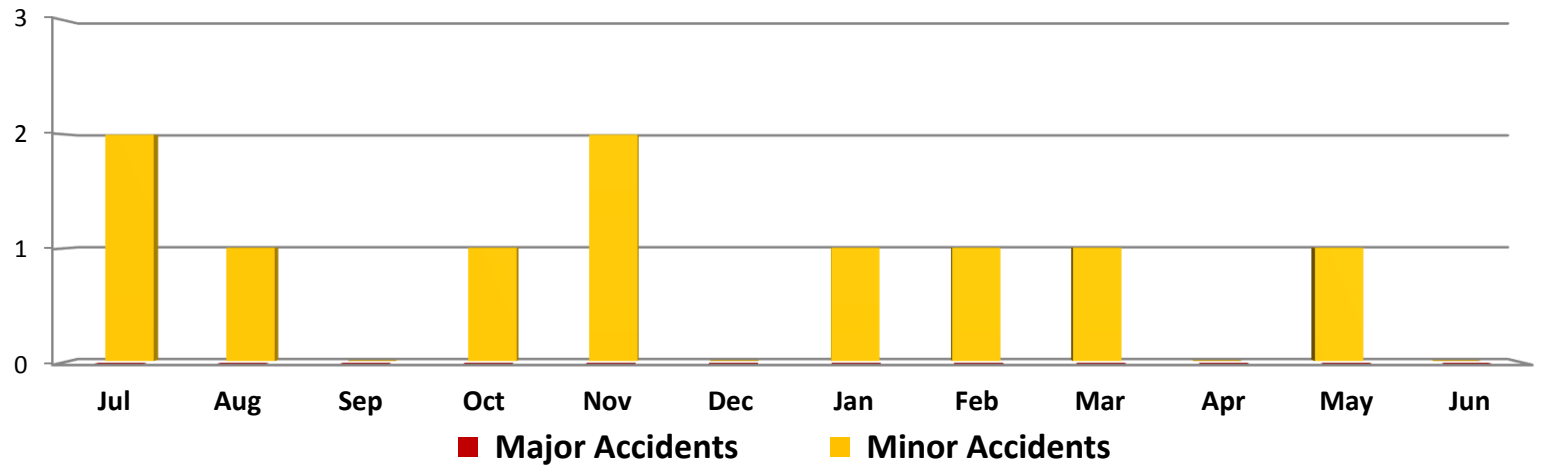
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
FY 13-14 RTD Maintenance	95	92	95	92	95	100	97	100	92	92	95	95
FTA Recommendation	87	87	87	87	87	87	87	87	87	87	87	87

Performance Measure - Fleet:

Accidents per Month

This measurement shows us how many accidents occur within a month and to what frequency they occur. These are logged as minor or major accidents. A minor accident for example, is one where a driver hits a stationary object while backing but there is minimal damage. A major accident is one where there may be significant damage and/or injury, and a FTA Post accident drug screen is required. All accidents are reported to the Operations and Maintenance Manager to decide on what corrective action needs to be taken. There are established internal reporting and follow up procedures. All accidents, major or minor, are investigated and documented, and dealt with accordingly by the operations management team. As a result, disciplinary measures and/or driver re-training may be required by the outcome of the investigation.

Number of Major/Minor Accidents per 88,624 Miles Avg. Driven Monthly



Last Minor Accident - May 13, 2015 **Miles Driven since last Minor Accident - 93,286**

Last Major Accident - October 22, 2013 **Miles Driven since last Major Accident - 1,723,222**

Performance Measure – Customer Relations:

Complaints per Month

This performance tracks monthly the number and type of complaints received by the Operations Division of the NCRTD. The complaints are received by the Operations and Maintenance Manager. These are categorize by the type of complaint, and evaluated as to the seriousness of the complaint and whether or not a course of action needs to be taken, i.e. driver reprimand, driver retraining, vehicle maintenance, etc. This measure is intended to measure the percentage of complaints versus the total ridership for the month. Driver performance can be graded and we can see if more drivers training needs to be scheduled for particular drivers. Customers also have complained about routes, stops, dispatch, bus cleanliness and other various categories.

1. Riverside – Rider complained that the bus passed her by and did not stop to pick her up at Park & Ride. / The supervisor investigated. The driver told him that the person in question appeared to be intoxicated and passed them by. The supervisor coached the driver that we do transport intoxicated persons, that a driver is to stop and observe one's behavior first, then make a decision whether or not to transport, based on the interactions with the person.
2. Taos – Rider commended the bus drivers of how great they are, but complained of the evening bus not scheduled to stop in Dixon. This prohibits folks who live there from using the bus for employment. / Staff is working on a possible solution by adding a stop closer to Dixon for the AM/PM commuter runs.
3. Westside/Crosstown – Rider complained the both drivers of the route are rude and obnoxious towards him. / The supervisors reviewed the security video for the day and time. They found no evidence of rude or obnoxious interactions on either of the drivers' part.
4. Chimayo – Rider complained of the driver's erratic driving and swerving while on the bus. / The driver reported that he had to avoid hitting a motorcyclist who had pulled out on roadway by breaking and swerving suddenly.

Performance Measure – Customer Relations:

Complaints per Month

FY 14-15 Number of Complaints

	Total	Schedule Issues	Driver Performance	Against other Passengers	Miscellaneous*	Percent VS Ridership
July	3		3			0.02%
August	2		2			0.01%
Sept	1	1				0.01%
Oct	1				1	0.01%
Nov	2		1		1	0.01%
Dec	3	1	1		1	0.02%
January	3		3			0.02%
Feb	4		1	1	2	0.03%
March	17	17				0.11%
April	7	6	1			0.05%
May	3	1	2			0.02%
June	4	1	3			0.01%
	0					
Total	50	27	17	1	5	0.03%

*Miscellaneous - i.e. vehicle operation/type, route design, route schedule

Performance Measure – Customer Relations:

Customer Incidents

This performance measure calculates the number of customer incidents reported to the Operations and Maintenance Manager on a monthly basis. Customer incidents are any serious occurrence that may have an outcome that could be potentially hazardous to the driver or other passengers. These situations could be anything such as two passengers arguing over something, or a rider threatening a driver, or a non rider harassing a driver for not being on time. It could also be a passenger falling down on the bus, or a passenger stepping in front of the bus as it pulls away from the curb to stop it to get on the bus. This data is collected by the driver writing an incident report and turning it in to the Operations and Maintenance Manager. This is intended to measure the types of situations that arise and how frequently they arise on the various routes of service provided by the NCRTD. This measurement tells us the frequency of incidents versus the number of monthly riders. We can then see if additional training needs to be implemented for the driver to avoid or control incidents that may occur on his route.

1. Demand – The driver arrived at passenger's driveway and was unable to enter due to narrow cattle guard and low branches on trees. The passenger was complained to the driver of her knee pain by having to walk her driveway to the bus.
2. Demand – The driver picked up a passenger and she became upset when he had to pick up 2 others on his schedule before dropping her off at her destination. The driver explained to her that he had to follow his dispatched schedule.
3. Westside/Crosstown – A rider boarded the bus and told the driver that he had been shot. He lifted his shirt and showed welts on this back and arm. He told the driver that he would call his gang and take care of things at the Park & Ride. The driver called this in to dispatch, the police were then alerted and responded to the location.

Customer Incidents

FY 14-15 Number of Customer Incidents

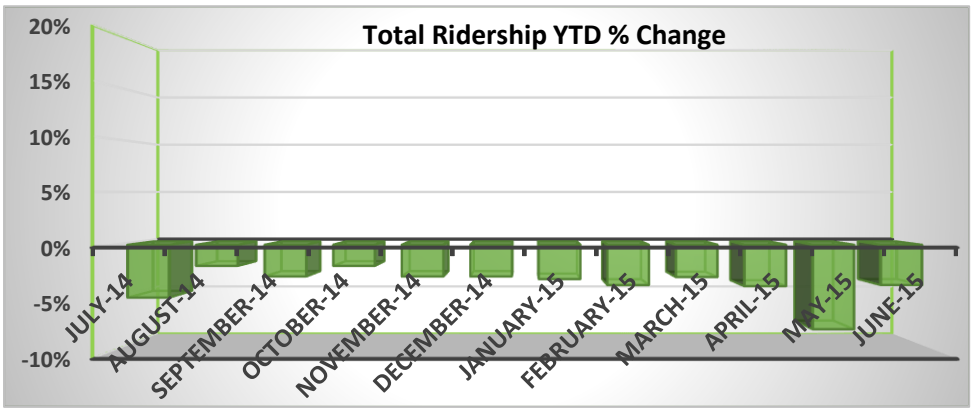
	Total	Driver-Non Rider	Rider-Rider	Driver-Rider	Rider	% of Ridership
July	4		2	2		0.02%
Aug	10		3	7		0.06%
Sept	9		1	8		0.05%
Oct	11	1		10		0.06%
Nov	12	1	2	7	2	0.09%
Dec	11		1	8	2	0.07%
Jan	4			2	2	0.03%
Feb	4			1	3	0.03%
March	4	1	1		2	0.03%
April	6		1	3	2	0.04%
May	4			2	2	0.03%
June	3			2	1	0.02%
Total	82	3	11	52	16	0.04%

NCRTD Monthly Ridership Summary

June 1, 2015 through June 30, 2015

Calendar Operating Days

	This Year
Jul-14	22
Aug-14	21
Sep-14	21
Oct-14	22
Nov-14	17
Dec-14	21
Jan-15	20
Feb-15	20
Mar-15	22
Apr-15	22
May-15	20
Jun-15	22



Monthly System Totals

	This Year	Last Year	%Change
NCRTD Operated	14,447	16,187	**-10.75%**
NCRTD Funded	29,229	23,747	**23.09%**
All Systems Funded Total	43,676	39,934	**9.37%**

Year to Date Totals

	This Year	Last Year	Difference	%Change
NCRTD Operated	184,320	209,750	-25,430	**-12.12%**
NCRTD Funded	317,616	312,093	5,523	**1.77%**
All Systems Funded Total	501,936	521,843	-19,907	**-3.81%**

System Daily Averages

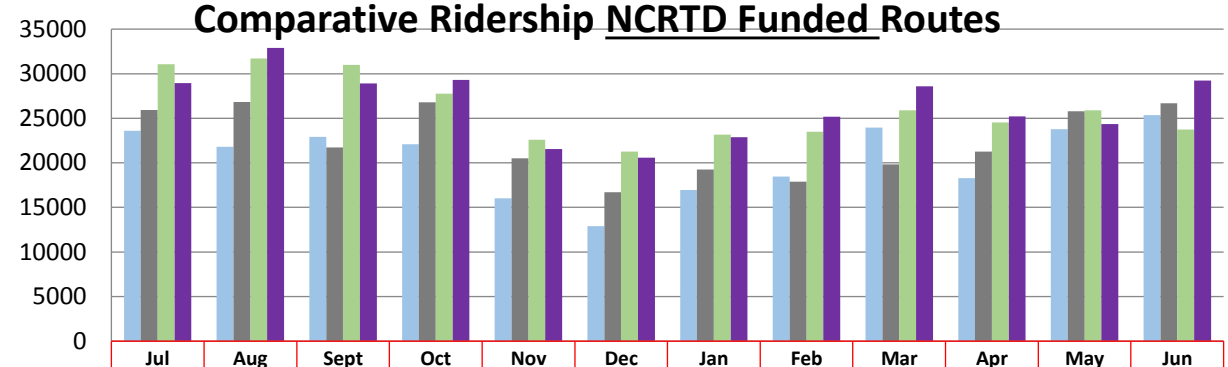
	This Year	Last Year	% Change
NCRTD Operated	657	736	**-10.73%**
NCRTD Funded	1,329	1,079	**23.17%**
Systems Total	1986	1815	**9.42%**

Total Ridership YTD % Change

July-14	-5.00%
August-14	-2.00%
September-14	-3.00%
October-14	-2.00%
November-14	-3.00%
December-14	-3.00%
January-15	-3.25%
February-15	-3.81%
March-15	-3.06%
April-15	-3.92%
May-15	-8.00%
June-15	-3.81%

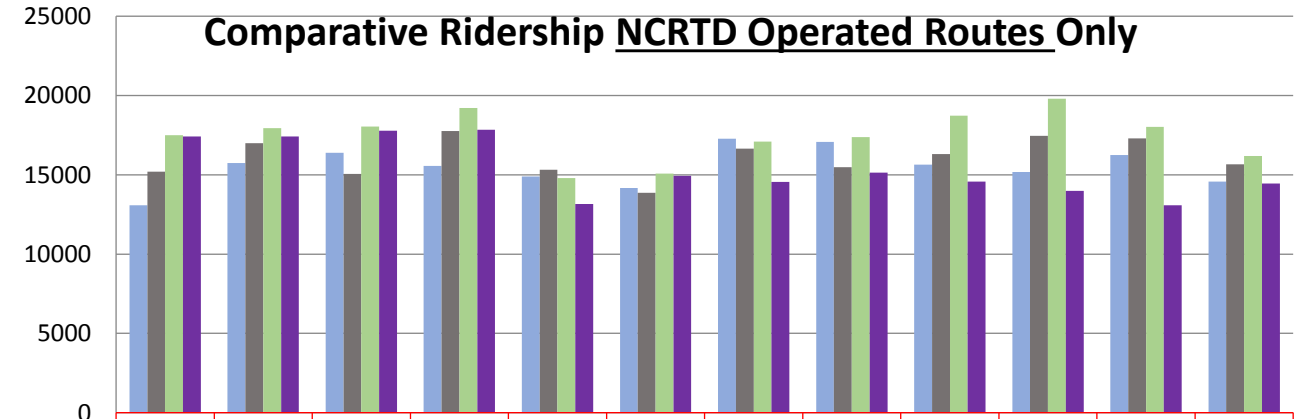
Jun-2015

Ridership Report



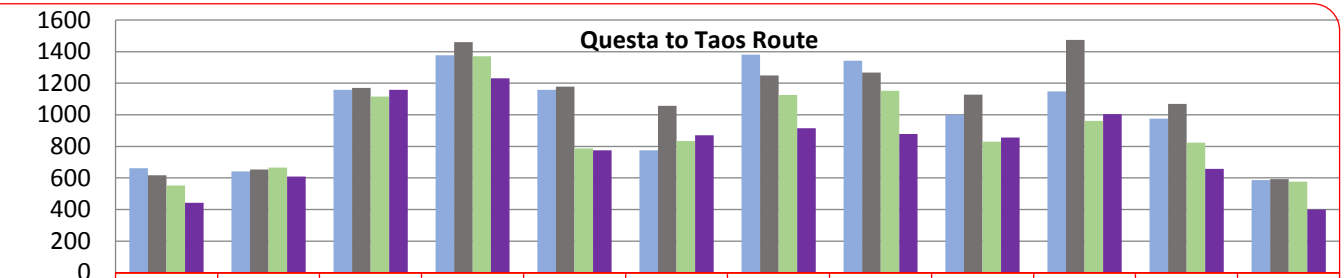
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 11-12	23585	21783	22901	22083	16037	12884	16962	18470	23961	18296	23783	25369
FY 12-13	25935	26841	21732	26777	20508	16704	19235	17881	19820	21259	25775	26679
FY13-14	31,048	31,690	31,001	27,771	22,577	21,251	23,169	23,491	25,908	24,531	25,909	23,747
FY14-15	28,959	32,876	28,899	29,309	21,547	20,576	22,877	25,186	28,586	25,212	24,360	29,229

FY11-12= 246,114 / FY12-13= 269,146 / FY13-14= 312,093 / FY14-15= 317,616



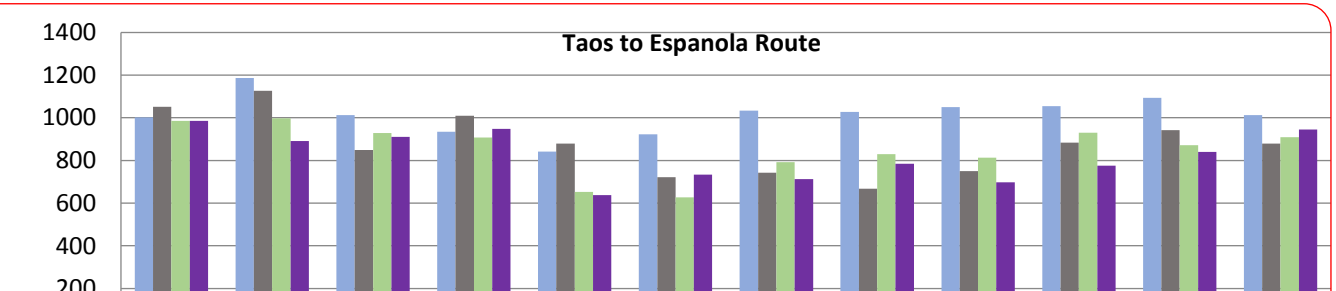
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 11-12	13081	15739	16397	15567	14886	14167	17274	17071	15650	15178	16244	14573
FY 12-13	15200	16995	15052	17760	15317	13872	16642	15471	16315	17465	17285	15653
FY13-14	17,504	17,934	18,033	19,205	14,792	15,069	17,102	17,380	18,719	19,804	18,021	16,187
FY14-15	17,415	17,419	17,781	17,843	13,155	14,933	14,545	15,134	14,578	13,983	13,087	14,447

FY11-12= 185,827 / FY12-13= 193,027 / FY13-14= 209,750 / FY14/15= 184,320



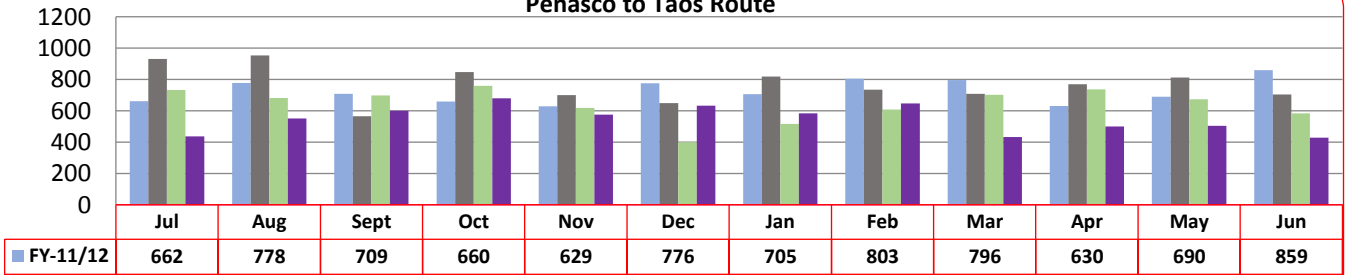
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY11/12	662	642	1158	1376	1157	775	1380	1342	1000	1147	975	587
FY12/13	616	654	1170	1459	1179	1056	1250	1267	1127	1474	1068	593
FY13/14	552	665	1116	1371	787	833	1125	1151	830	962	824	576
FY14/15	443	608	1158	1230	775	870	915	878	856	1004	657	400

FY11-12= 12,201 / FY12-13= 12,913 / FY13-14= 10,792 / FY14/15= 9,794



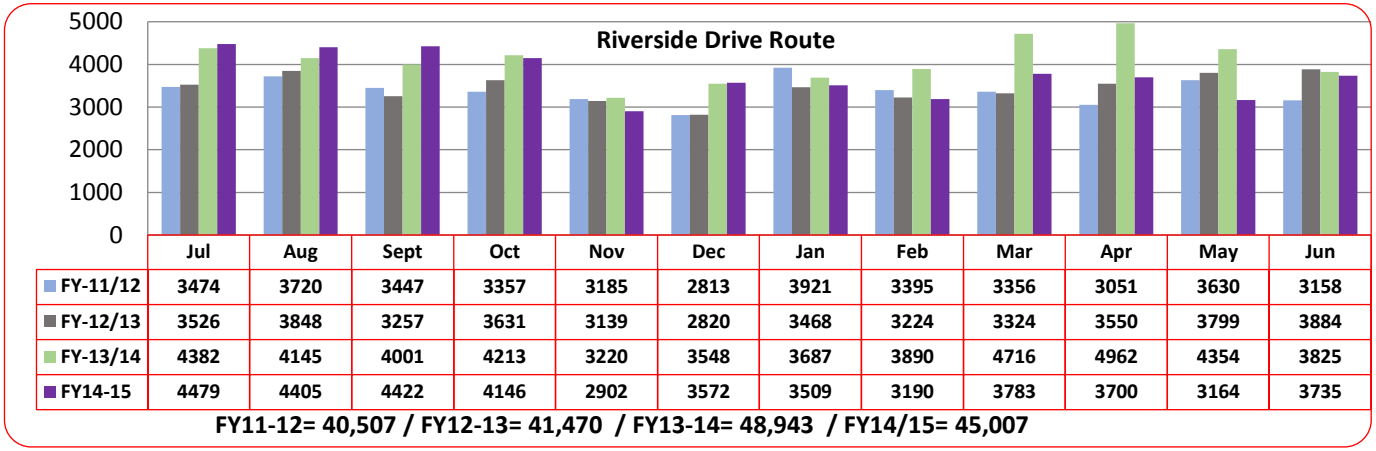
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY- 11/12	1002	1186	1012	935	841	922	1033	1028	1050	1055	1093	1012
FY-12/13	1051	1126	849	1009	879	722	742	668	750	883	942	879
FY-13/14	985	998	928	907	652	627	792	830	813	930	872	909
FY14-15	986	891	911	948	637	734	712	785	697	776	840	945

FY11-12= 12,169 / FY12-13= 10,500 / FY13-14= 10,243 / FY14/15= 9,862



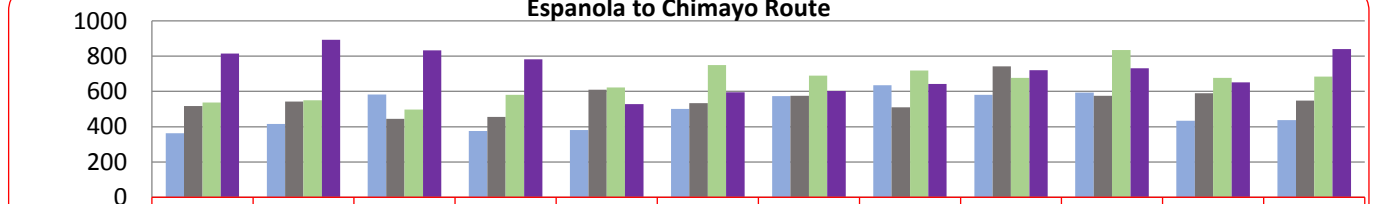
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	662	778	709	660	629	776	705	803	796	630	690	859
FY-12/13	930	953	565	847	700	648	818	735	708	769	812	704
FY-13/14	733	681	697	759	618	400	516	608	702	736	674	583
FY14-15	436	551	600	680	576	632	583	647	432	499	503	428

FY11-12=8,697 / FY12-13= 9,189 / FY13-14= 7,707 / FY14/15= 6,567



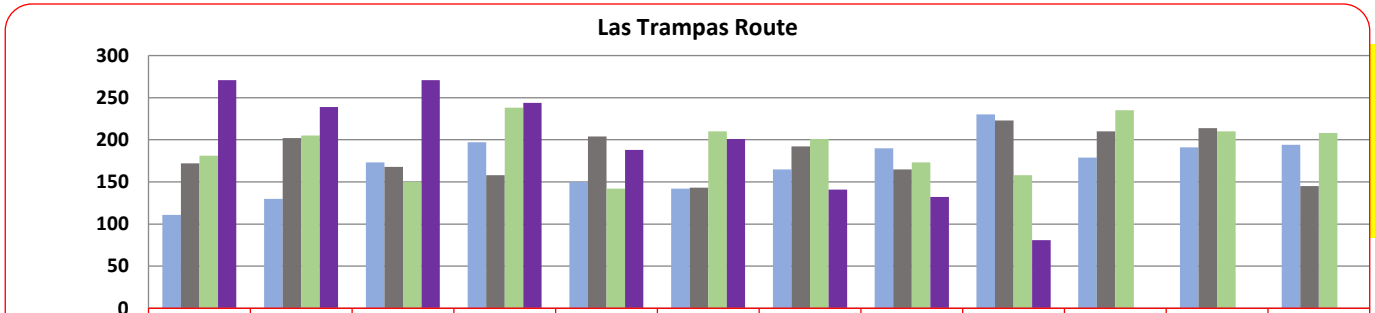
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	3474	3720	3447	3357	3185	2813	3921	3395	3356	3051	3630	3158
FY-12/13	3526	3848	3257	3631	3139	2820	3468	3224	3324	3550	3799	3884
FY-13/14	4382	4145	4001	4213	3220	3548	3687	3890	4716	4962	4354	3825
FY14-15	4479	4405	4422	4146	2902	3572	3509	3190	3783	3700	3164	3735

FY11-12= 40,507 / FY12-13= 41,470 / FY13-14= 48,943 / FY14/15= 45,007



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	363	416	583	376	381	500	574	635	580	594	434	437
FY-12/13	517	543	445	455	609	534	576	510	743	576	589	548
FY-13/14	538	550	498	580	622	750	690	718	677	835	676	684
FY14-15	814	892	833	782	528	596	603	642	720	732	651	840

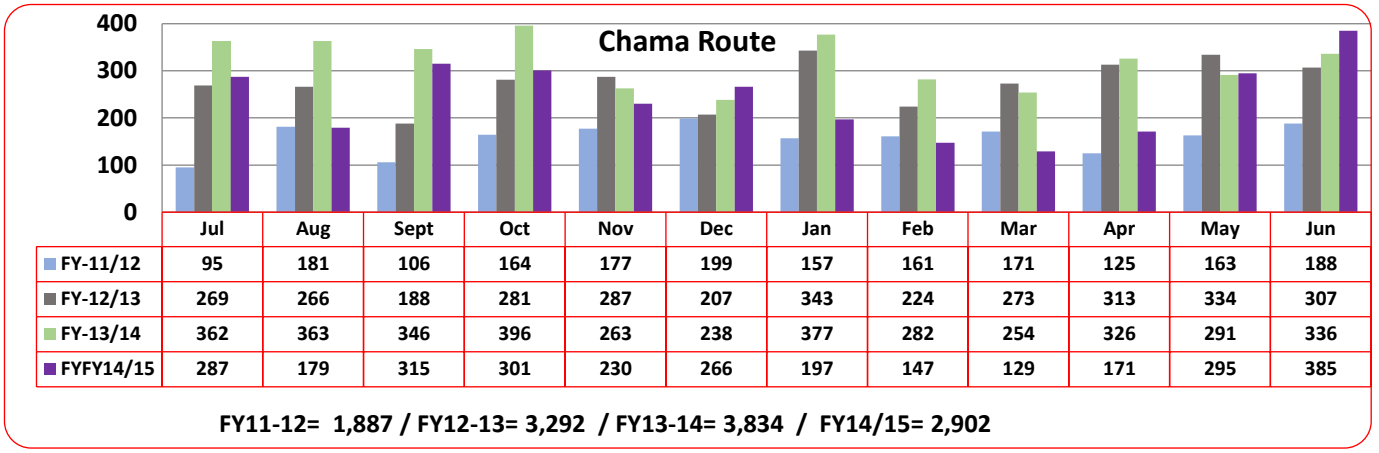
FY11-12= 5,873 / FY12-13= 6,645 / FY13-14= 7,818 / FY14/15= 8,633



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	111	130	173	197	150	142	165	190	230	179	191	194
FY-12/13	172	202	168	158	204	143	192	165	223	210	214	145
FY-13/14	181	205	150	238	142	210	201	173	158	235	210	208
FY14-15	271	239	271	244	188	201	141	132	81	0	0	0

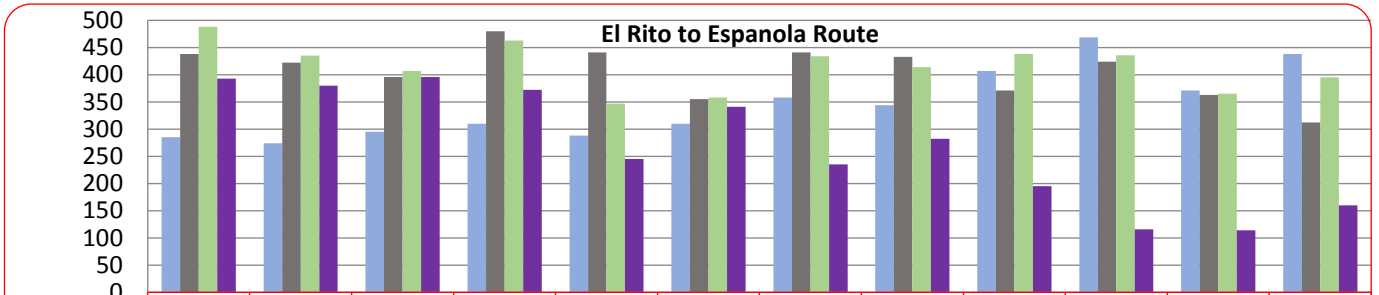
FY11-12= 2,052 / FY12-13= 2,196 / FY13-14= 2,311 / FY14/15= 1,768

Las Trampas ridership will be reflected on the Chimayo route as part of Chimayo ridership effective 03/16/2015



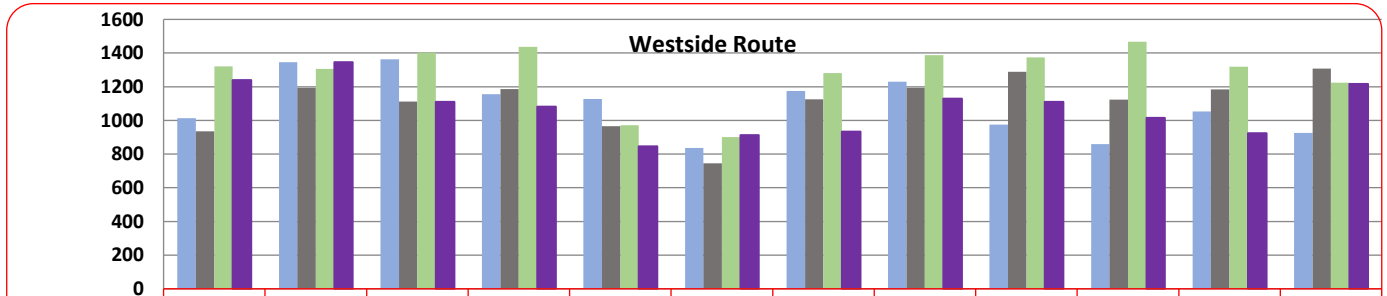
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	95	181	106	164	177	199	157	161	171	125	163	188
FY-12/13	269	266	188	281	287	207	343	224	273	313	334	307
FY-13/14	362	363	346	396	263	238	377	282	254	326	291	336
FYFY14/15	287	179	315	301	230	266	197	147	129	171	295	385

FY11-12= 1,887 / FY12-13= 3,292 / FY13-14= 3,834 / FY14/15= 2,902



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	285	274	295	310	288	310	358	344	407	469	371	438
FY-12/13	438	422	396	480	441	355	441	433	371	424	363	312
FY-13/14	488	435	407	463	347	358	434	414	438	436	365	395
FY14/15	393	380	396	372	245	341	235	282	195	116	114	160

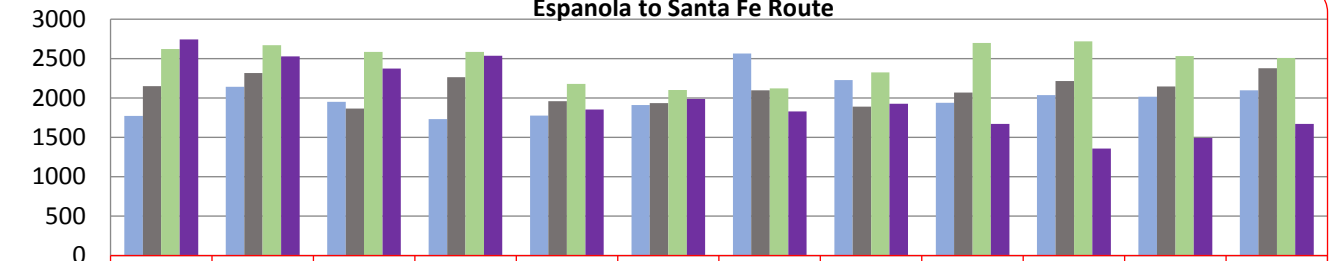
FY11-12= 4,149 / FY12-13= 4,876 / FY13-14= 4,980 / FY14/15= 3,229



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	1013	1346	1363	1156	1128	837	1175	1230	975	859	1054	926
FY-12/13	936	1193	1113	1186	966	745	1125	1193	1288	1123	1184	1307
FY-13/14	1321	1305	1402	1437	972	902	1281	1388	1374	1467	1319	1225
FY14/15	1239	1345	1111	1082	846	912	933	1130	1110	1016	923	1217

FY11-12= 13,062 / FY12-13= 13,359 / FY13-14= 15,393 / FY14/15= 12,864

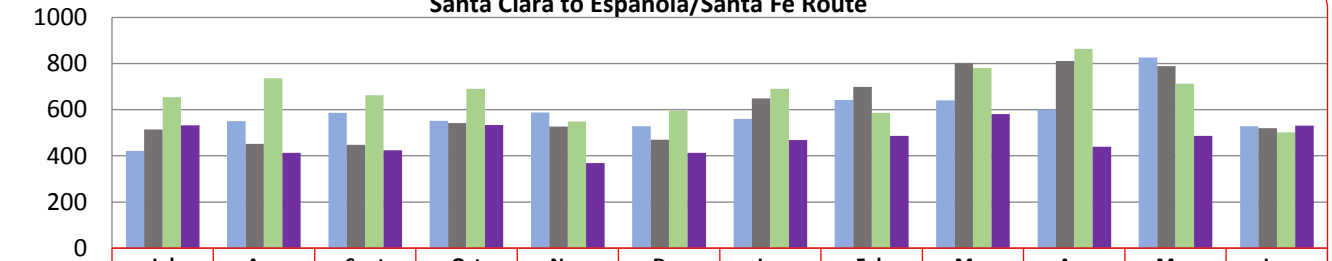
Espanola to Santa Fe Route



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 11/12	1773	2144	1953	1732	1776	1912	2563	2229	1939	2037	2016	2096
FY 12/13	2151	2316	1867	2265	1960	1934	2096	1890	2067	2217	2146	2377
FY 13/14	2620	2671	2583	2583	2179	2102	2123	2325	2700	2718	2531	2508
FY14/15	2744	2529	2374	2536	1855	1987	1831	1925	1670	1357	1494	1670

FY11-12 = 24,170 / FY12-13= 25,286 / FY13-14= 29,643 / FY14/15= 23,972

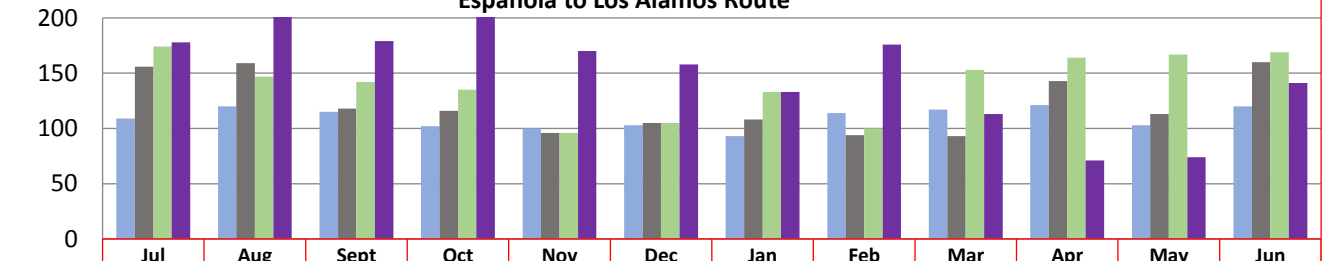
Santa Clara to Espanola/Santa Fe Route



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	422	550	586	552	588	528	560	642	640	600	826	528
FY-12/13	515	452	448	542	527	470	649	699	802	812	789	520
FY-13/14	655	737	663	691	549	596	690	586	781	864	713	502
FY14/15	532	413	424	534	369	413	469	487	581	440	487	531

FY11-12= 7,022 / FY12-13 =7,225 /FY13-14= 8,027 / FY14/15= 5,680

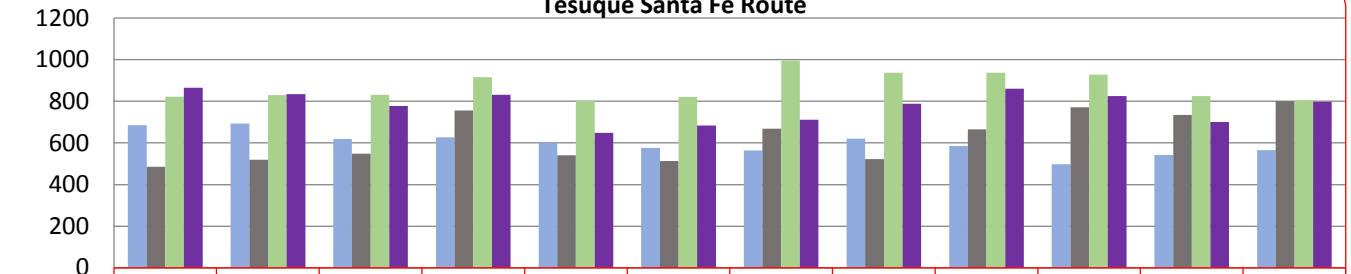
Espanola to Los Alamos Route



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	109	120	115	102	100	103	93	114	117	121	103	120
FY-12/13	156	159	118	116	96	105	108	94	93	143	113	160
FY-13/14	174	147	142	135	96	105	133	100	153	164	167	169
FY14/15	178	217	179	210	170	158	133	176	113	71	74	141

FY11-12 =1,317 / FY12-13 = 1,461 / FY13-14= 1,685 / FY14/15= 1,820

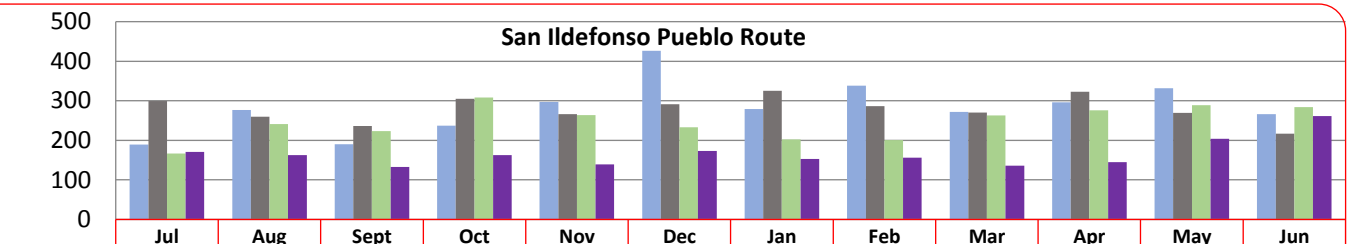
Tesuque Santa Fe Route



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	686	693	619	627	600	576	564	620	586	497	543	565
FY-12/13	485	519	548	756	541	513	669	522	666	771	734	800
FY-13/14	822	829	831	916	802	820	995	937	938	928	825	805
FY14/15	865	834	777	831	649	684	711	788	860	825	700	798

FY11-12 = 7,176 / FY12-13 = 7,524 / FY13-14= 10,448 / FY14/15= 9,322

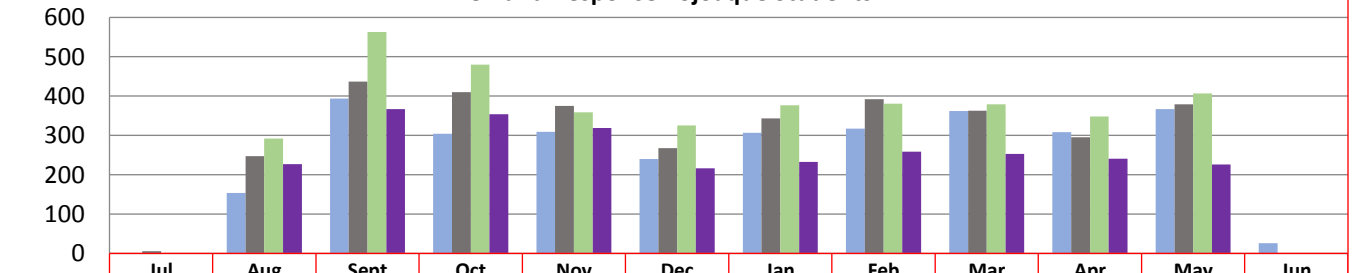
San Ildefonso Pueblo Route



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	189	277	190	237	297	426	279	338	272	296	332	266
FY-12/13	299	260	236	305	266	291	325	286	270	323	269	217
FY-13/14	167	241	223	308	264	233	202	201	263	276	289	284
FY14/15	171	163	133	163	139	173	153	156	136	145	204	261

FY11-12= 3,399 / FY12-13= 3,347/ FY13-14= 2,951 / FY14/15= 1,997

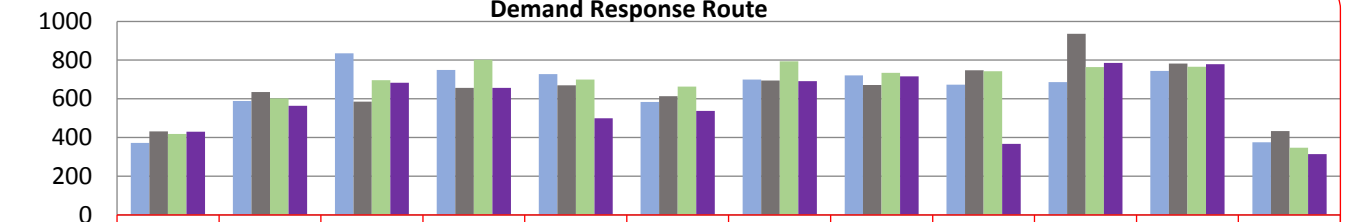
Demand Response Pojoaque Students



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	0	154	394	304	309	240	307	317	362	308	367	26
FY-12/13	6	247	437	410	375	268	343	392	363	295	379	0
FY-13/14	0	292	563	480	359	325	377	381	379	348	407	0
FY14/15	0	227	367	354	319	216	233	259	253	241	226	0

FY11-12= 3,088 / FY12-13= 3,515 / FY13-14 = 3,911 / FY14/15= 2,695

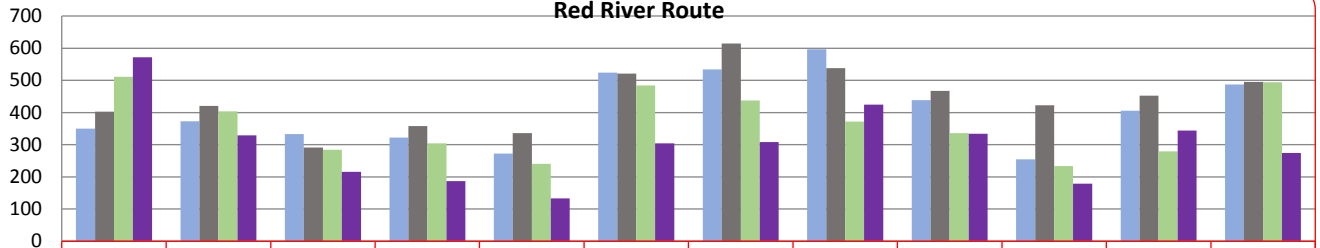
Demand Response Route



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	373	589	836	750	728	584	699	722	674	687	744	376
FY-12/13	432	636	586	656	670	613	695	671	747	937	782	434
FY-13/14	418	603	696	802	699	663	794	734	743	764	766	348
FY14/15	431	565	683	656	500	538	691	717	367	786	780	314

FY 11-12= 7,762 / FY12-13= 7,849 / FY13-14= 8,030 / FY14/15= 7,028

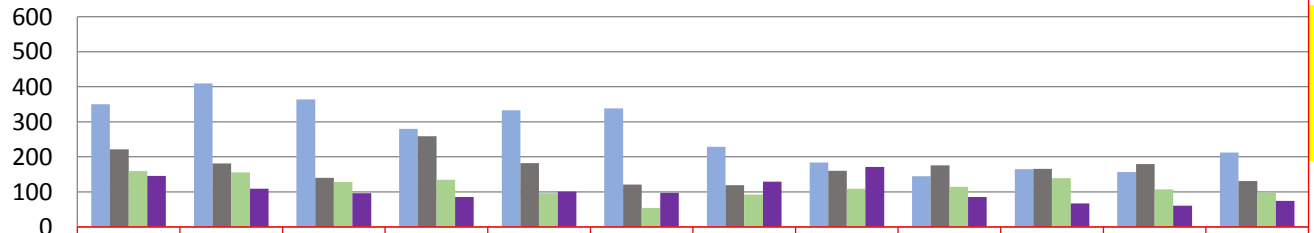
Red River Route



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	350	373	333	322	272	524	534	597	438	254	406	487
FY-12/13	403	421	291	358	336	521	614	538	467	423	452	495
FY-13/14	511	404	284	304	241	484	437	372	336	234	279	494
FY14/15	572	329	216	187	133	304	308	425	334	179	344	274

FY11-12= 4,890 / FY12-13= 5,319 / FY13-14= 4,380 / FY14/15= 3,605

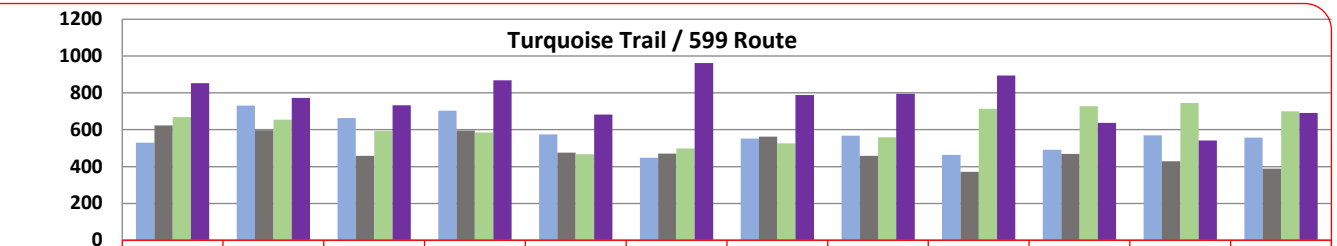
Pojoaque/Nambe Dial-A-Ride Route



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	350	410	364	280	333	338	229	184	145	165	157	212
FY-12/13	221	181	140	259	182	121	119	160	176	166	179	131
FY-13/14	159	156	128	135	96	54	93	109	115	139	107	98
FY14/15	146	109	96	85	101	97	129	171	85	67	61	74

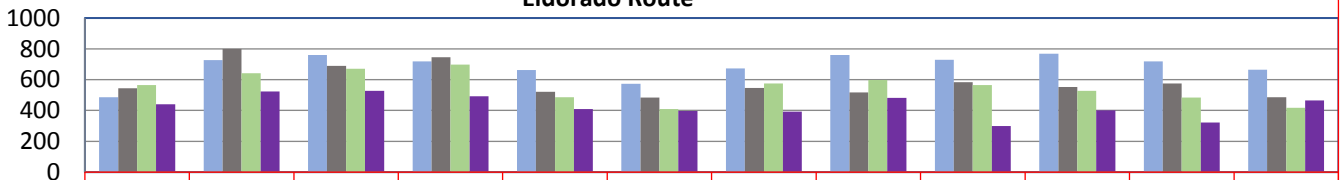
FY11-12= 3,167 / FY12-13= 2,035 / FY13-14= 1,389 /FY 14/15= 1,221

Pojoaque Route has been changed to Pojoaque Dial A Ride effective 03/16/2015.



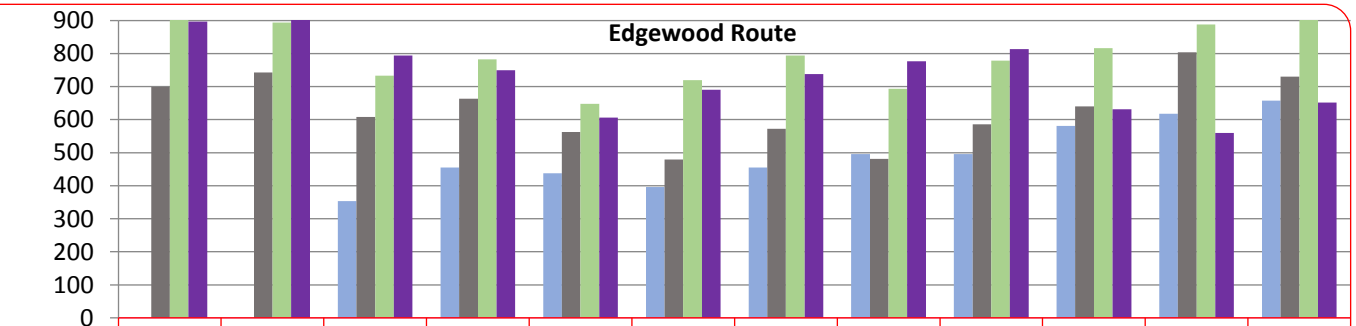
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	530	732	664	703	575	447	553	567	464	491	569	557
FY-12/13	623	598	458	596	475	470	563	458	371	469	429	389
FY-13/14	669	655	594	585	467	498	526	559	713	727	745	700
FY14/15	852	773	733	869	682	962	789	795	894	638	541	692

FY11-12= 6,852 / FY12-13= 5,899 / FY13-14= 7,438 / FY14/15= 9,220



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	486	726	761	718	663	574	673	761	729	769	718	665
FY-12/13	544	799	689	745	521	484	546	518	584	552	576	487
FY-13/14	564	642	670	697	485	409	576	598	565	528	484	418
FY14/15	441	524	527	492	410	397	393	482	300	401	322	465

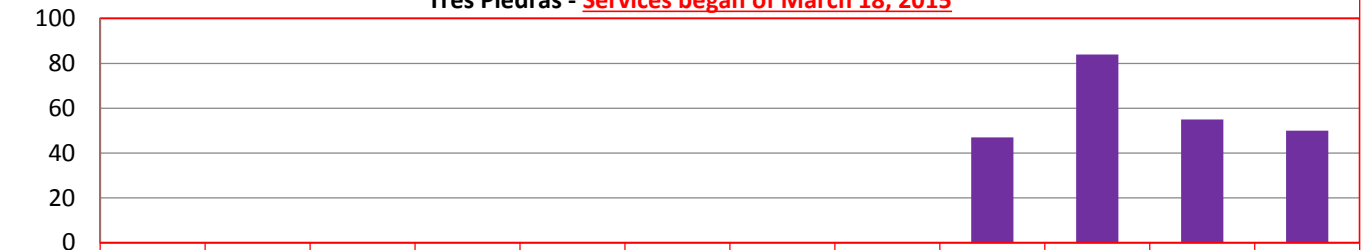
FY11-12= 8,243 / FY12-13= 7,045 / FY13-14= 6,636 / FY14/15= 5,154



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12			353	455	438	396	455	496	496	581	618	658
FY-12/13	699	743	608	663	563	479	572	481	586	640	804	730
FY-13/14	933	894	733	783	648	720	794	693	779	817	888	930
FY14/15	897	912	794	750	606	691	738	777	814	631	560	652

FY11-12= 4,946 / FY12-13= 7,568 / FY13-14= 9,612 / FY14/15= 8,822

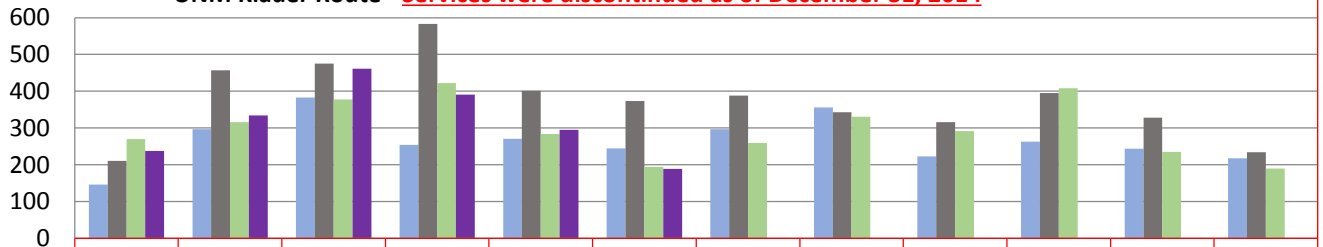
Tres Piedras - Services began of March 18, 2015



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Series1	0	0	0	0	0	0	0	0	47	84	55	50

FY14/15= 236

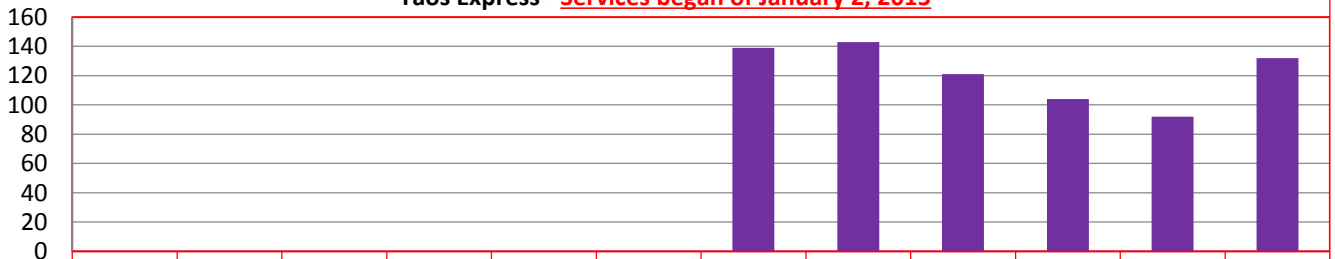
UNM Klauer Route - Services were discontinued as of December 31, 2014



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	146	297	383	254	271	245	297	356	223	263	244	218
FY-12/13	211	457	475	583	401	373	388	343	316	395	328	234
FY-13/14	270	316	378	422	284	194	259	331	292	408	235	190
FY14/15	238	334	461	391	295	189	0	0	0	0	0	0

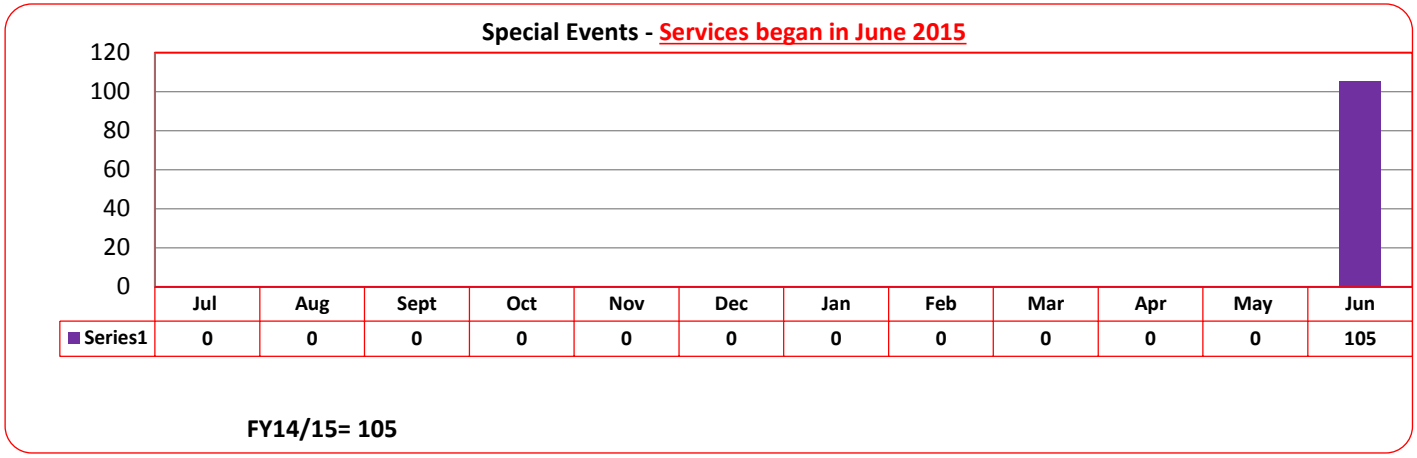
FY11-12= 3,197 / FY12-13= 4,504 / FY13-14= 3,579 / FY14/15= 1,908

Taos Express - Services began of January 2, 2015

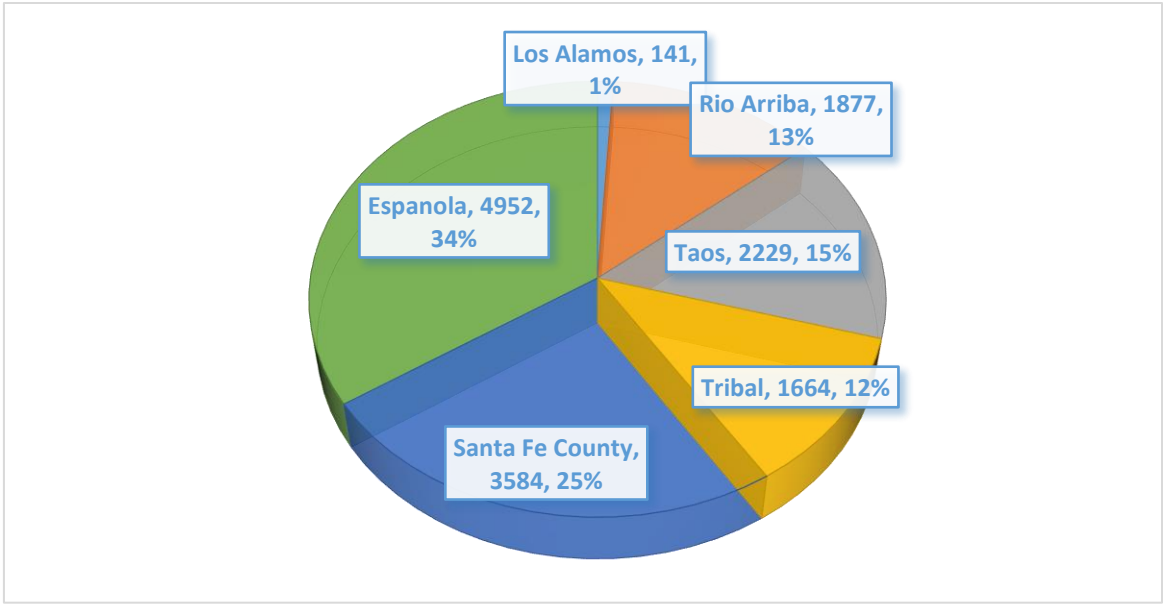


	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY14/15	0	0	0	0	0	0	139	143	121	104	92	132

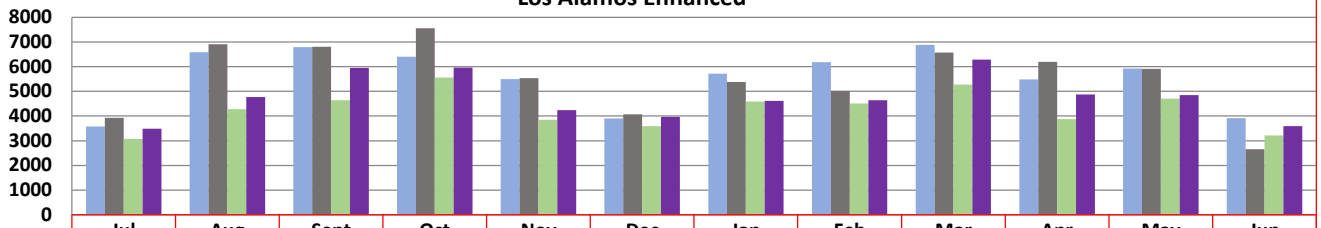
FY14/15= 731


Special Events - Services began in June 2015
120
100
80
60
40
20
0
Jul Aug Sept Oct Nov Dec Jan Feb Mar Apr May Jun
Series1 0 0 0 0 0 0 0 0 0 0 0 105

FY14/15= 105


Los Alamos, 141, 1%
Rio Arriba, 1877, 13%
Espanola, 4952, 34%
Taos, 2229, 15%
Tribal, 1664, 12%
Santa Fe County, 3584, 25%

Los Alamos Enhanced

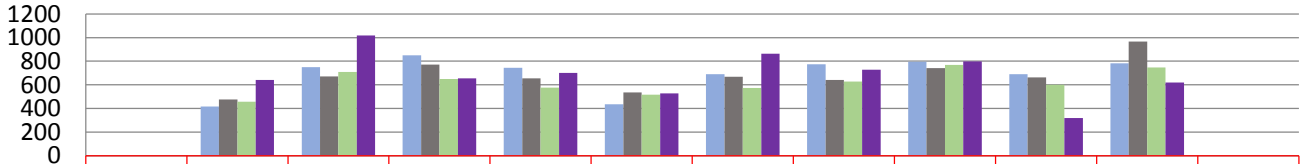


	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	3576	6579	6785	6403	5492	3899	5711	6178	6875	5487	5922	3913
FY-12/13	3920	6907	6809	7549	5529	4072	5381	5021	6572	6196	5908	2659
FY-13/14	3075	4278	4637	5556	3851	3588	4592	4508	5273	3869	4705	3216
FY14/15	3481	4772	5945	5965	4231	3965	4614	4635	6284	4868	4852	3592

FY11-12= 66,820 / FY12-13= 66,523 / FY13-14= 51,148 / FY14/15= 57,204

Los Alamos Route 11 formerly route 10

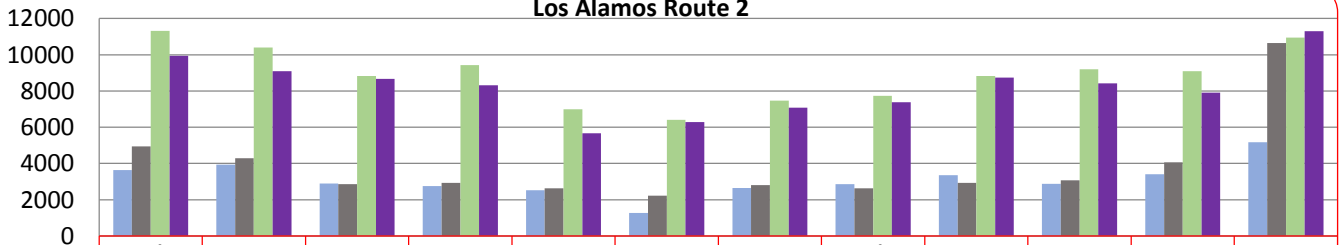
June-Route 10 didn't run due to fire



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	0	417	750	850	745	436	690	774	796	690	782	0
FY-12/13	0	477	672	771	655	536	669	642	742	662	966	0
FY-13/14	0	458	709	649	576	517	575	627	770	601	748	0
FY14/15	0	641	1019	655	701	527	864	727	799	319	621	0

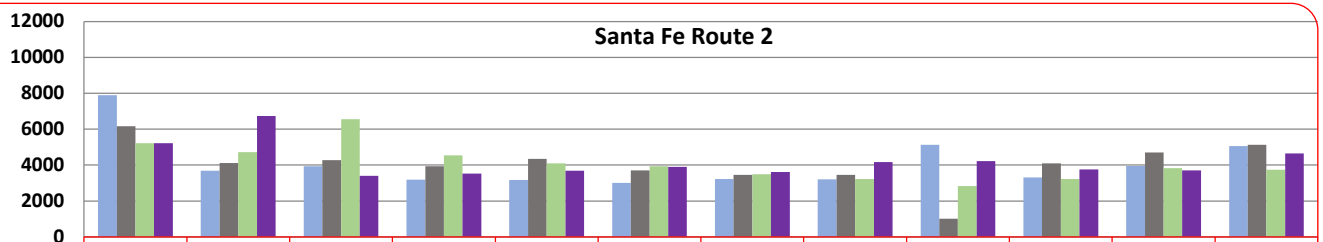
FY11-12= 6,930 / FY12-13= 6,792 / FY 13-14= 6,230 / FY14/15 = 6,873

Los Alamos Route 2



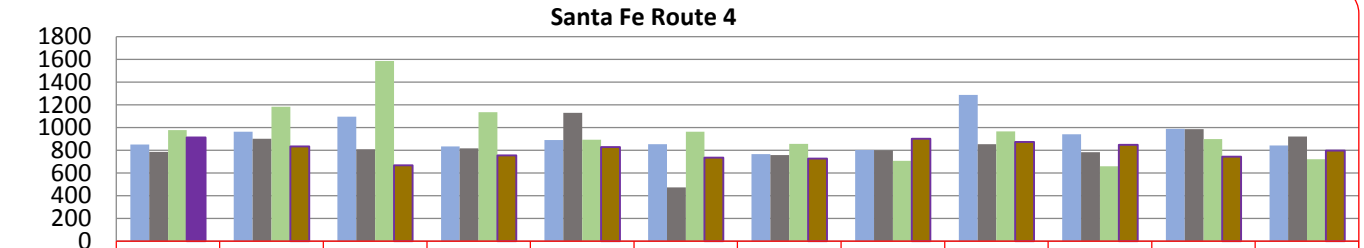
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	3640	3946	2903	2755	2523	1264	2641	2856	3356	2884	3413	5171
FY-12/13	4936	4294	2859	2937	2628	2217	2808	2630	2924	3068	4068	10639
FY-13/14	11310	10405	8837	9433	6994	6408	7464	7736	8834	9206	9092	10952
FY14/15	9937	9092	8663	8308	5673	6280	7083	7387	8733	8418	7908	11297

FY11-12= 37,352 / FY12-13= 46,008 / FY13-14= 106,671 / FY14/15= 98,779



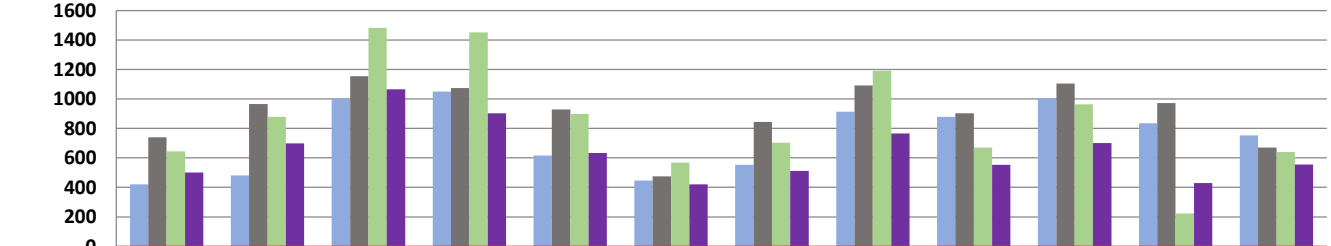
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	7894	3691	3927	3188	3169	3016	3229	3200	5137	3309	3956	5057
FY-12/13	6160	4116	4276	3929	4348	3700	3457	3447	1016	4094	4700	5139
FY-13/14	5224	4716	6556	4539	4099	3934	3483	3229	2824	3224	3822	3743
FY14/15	5218	6743	3404	3534	3685	3902	3615	4163	4224	3760	3711	4647

FY11-12= 48,773 / FY12-13= 48,382 / FY13-14= 49,393 / FY14/15= 50,606



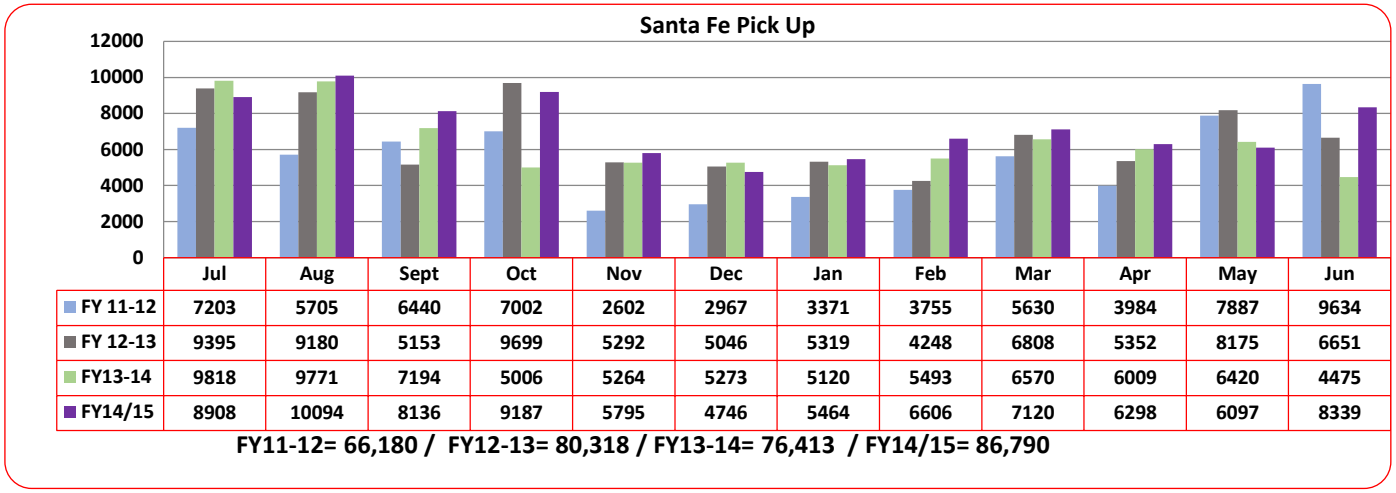
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	851	964	1095	835	890	853	766	804	1288	940	988	842
FY-12/13	785	902	808	818	1128	475	757	801	854	782	985	920
FY-13/14	976	1183	1585	1135	894	963	855	707	967	659	899	720
FY14/15	913	835	667	756	829	736	726	902	873	848	743	798

FY11-12= 11,116 / FY12-13= 10,015 / FY13-14= 11,543 / FY14/15= 9,626



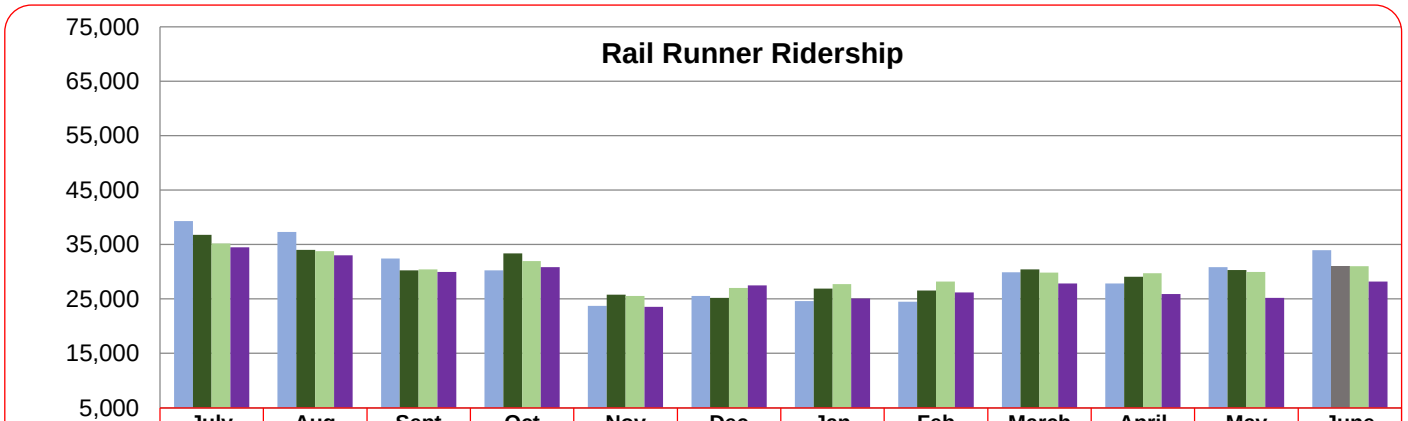
	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY-11/12	421	481	1001	1050	616	446	554	913	879	1002	835	752
FY-12/13	739	965	1155	1074	928	475	844	1092	904	1105	973	671
FY-13/14	645	879	1483	1453	899	568	703	1191	670	963	223	641
FY14/15	502	699	1065	904	633	420	511	766	553	701	429	556

FY11-12= 8,950 / FY12-13= 10,925 / FY13-14= 10,318 / FY14/15= 7,739



	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
FY 11-12	7203	5705	6440	7002	2602	2967	3371	3755	5630	3984	7887	9634
FY 12-13	9395	9180	5153	9699	5292	5046	5319	4248	6808	5352	8175	6651
FY13-14	9818	9771	7194	5006	5264	5273	5120	5493	6570	6009	6420	4475
FY14/15	8908	10094	8136	9187	5795	4746	5464	6606	7120	6298	6097	8339

FY11-12= 66,180 / FY12-13= 80,318 / FY13-14= 76,413 / FY14/15= 86,790



	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March	April	May	June
FY-11/12	39,322	37,307	32,420	30,251	23,730	25,517	24,593	24,466	29,909	27,813	30,816	33,932
FY-12/13	36,767	33,994	30,270	33,336	25,750	25,194	26,887	26,541	30,434	29,068	30,278	31,021
FY- 13/14	35,176	33,786	30,401	31,949	25,522	27,034	27,692	28,176	29,859	29,724	29,930	31,020
FY14/15	34,454	33,020	29,923	30,811	23,537	27,502	25,101	26,186	27,842	25,908	25,200	28,196

FY11-12= 360,076 / FY12-13= 309,115 / FY13-14= 360,269 / FY14/15= 337,680